

**DRAFT MITIGATED NEGATIVE DECLARATION  
FOR PROPOSED WAREHOUSE BUILDING**

(Development Plan Approval Case No. 849)

Kekropia Inc. Property  
11630 Burke Street  
Santa Fe Springs, CA 90670

Prepared for:  
**CITY OF SANTA FE SPRINGS**  
11710 Telegraph Road  
Santa Fe Springs, CA 90670

**EAI Project No. 1576**

**June 15, 2009**

**RECEIVED**

**JUN 24 2009**

**Planning Dept.**

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Prepared by:



**ENVIRONMENTAL AUDIT, INC.®**

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## **CHAPTER 1**

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### **PROJECT DESCRIPTION**

Introduction  
Agency Authority  
Project Location  
Surrounding Land Use  
Site History and Use  
Proposed Project Description  
Required Permits

## 1.0 PROJECT DESCRIPTION

### 1.1 INTRODUCTION

Kekropia Inc. owns the real property located at 11630 - 11700 Burke Street, Santa Fe Springs, Los Angeles County, California 90670 (Proposed Project site) (see Figure 1). The Proposed Project site has been divided into the "East Parcel" and the "West Parcel" (see Figure 2). The East Parcel (11700 Burke Street) is currently developed with a warehouse of about 83,000 square feet and is occupied by El Greco, a wholesale grocery warehouse. The West Parcel is primarily vacant except for one building and the foundations of other buildings associated with historical use of the property. Kekropia Inc. plans to redevelop the West Parcel (11630 Burke Street) with a warehouse building of approximately 108,000 square feet (see Figure 2).

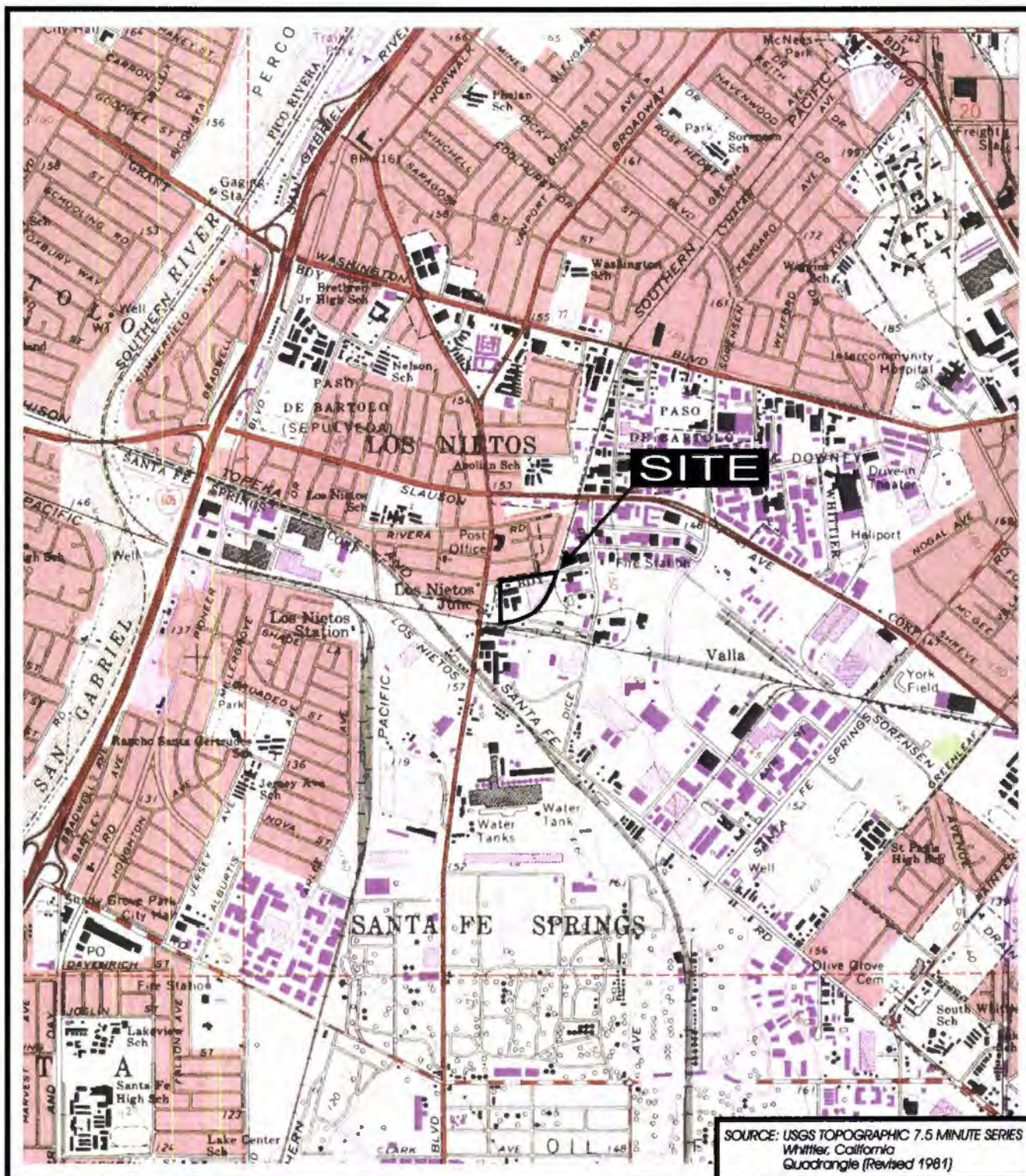
### 1.2 AGENCY AUTHORITY

The California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq., requires that the environmental impacts of proposed "projects" be evaluated and that feasible methods to reduce, avoid or eliminate significant adverse impacts of these projects be identified and implemented. The proposed construction of a warehouse constitutes a "project" as defined by CEQA. To fulfill the purpose and intent of CEQA, the City of Santa Fe Springs (City) is the "lead agency" for this project and has prepared this Mitigated Negative Declaration to address the potential adverse environmental impacts associated with the Proposed Project.

The lead agency is the public agency that has the principal responsibility for carrying out or approving a project that may have a significant adverse effect upon the environment (Public Resources Code §21067). Since the proposed project requires discretionary approval from the City and the City has the greatest responsibility for supervising or approving the project as a whole, it was determined that the City is the most appropriate public agency to act as lead agency (CEQA Guidelines §15051(a)).

To fulfill the purpose and intent of CEQA, the City has prepared this Mitigated Negative Declaration to address the potential adverse environmental impacts associated with the Proposed Project. This document, prepared pursuant to the CEQA, Public Resources Code 21000 et seq., constitutes a Mitigated Negative Declaration for the Kekropia Inc. Warehouse Development Site. Further, this Mitigated Negative Declaration has been prepared pursuant to CEQA Guidelines §15153(c) –Use of an EIR from an Earlier Project. The City of Santa Fe Springs Community Development Commission (CDC) prepared the Draft Subsequent Environmental Impact Report (DSEIR) for Proposed Amendment No. 4 to the Amended Consolidated Redevelopment Project (CRP) Area (SCH# 2008091145) in March 2009.





Environmental Audit, Inc.

**SITE LOCATION MAP**  
 11630 - 11700 Burke Street  
 Santa Fe Springs, CA 90670

0 2,000'





The City has prepared this Mitigated Negative Declaration under the requirements of CEQA Guidelines §15153(c) for the Proposed Kekropia Inc. Warehouse Development Project as a review of the previous EIR, which included the Proposed Project site, and demonstrated that no additional significant impacts are expected. In this case, the previous environmental analysis regarding the potential adverse impacts associated with the Proposed Project refers to the analysis contained in the March 2009 DSEIR for the CRP Area. Therefore, the City is relying on the analysis in the March 2009 DSEIR in the preparation of this Mitigated Negative Declaration for the Kekropia Inc. Warehouse Development Project.

A Mitigated Negative Declaration for a project subject to CEQA is prepared when an environmental analysis of the project shows that there is no substantial evidence that the project may have a significant effect on the environment (CEQA Guidelines §15070(a)). As discussed in Chapter 2, the Proposed Project is not expected to result in significant adverse impacts so that a Mitigated Negative Declaration is the appropriate document.

The Proposed Project was recognized as a cumulative project within the CRP, with the potential environmental impacts analyzed and discussed as part of the larger project. Data provided in the DSEIR for the CRP is used to discuss the Environmental Checklist comprising Chapter 2 of this Mitigated Negative Declaration for the Proposed Project.

### 1.3 PROJECT LOCATION

The Proposed Project site is located on the south side of Burke Street, between Norwalk Boulevard and Dice Road at 11630 - 11700 Burke Street (see Figure 1). The City is located approximately 13 miles southeast of downtown Los Angeles with neighboring cities of Whittier, La Mirada, Cerritos, Norwalk, Downey and Pico Rivera. The Proposed Project site, approximately 8.5 acres, is identified by the County of Los Angeles as Assessor's Parcel Number 8168-001-008 and zoned by the City for Heavy Manufacturing (M-2). The Proposed Project site abuts a Union Pacific Railroad right-of-way on the east and south.

### 1.4 SURROUNDING LAND USE

The Proposed Project site and adjacent properties to the east, south, and west are zoned for industrial activities by the City. Sensitive land uses near the Proposed Project site include single-family homes immediately north of the Proposed Project site across Burke Street, Aeolian Elementary School approximately 0.33 mile north of the Proposed Project site, and Los Nietos Elementary School approximately 0.33 mile northwest (see Figure 3).



SOURCE: Google



**AERIAL VICINITY MAP**  
 11630 to 11700 Burke Street  
 Santa Fe Springs, CA 90609

Figure 3



Project No. 1576

N:\1576\NegDec\AerialVicinityMap(rev.2).cdr



## 1.5 SITE HISTORY AND USE

Globe International, Inc. (Globe), a manufacturer of oil well drilling equipment and tools, occupied the Proposed Project site beginning in or about 1968. Prior to that time the Proposed Project site was reportedly undeveloped. Palley Supply Company (Palley), a government surplus order house, occupied the Proposed Project site beginning in 1973. Max Rouse & Sons, Inc., industrial auctioneers, occupied the East Parcel beginning in 1981, followed by Master Box and Paper Company beginning in 1987 and ending in 1997. Talco Plastics occupied the West Parcel between about 1983 and 1997. Talco Plastics was in the business of reprocessing plastic resins, i.e., plastic scrap purchased from various sources was ground and further palletized by extrusion.

Kekropia Inc acquired the Proposed Project site in 1997. The East Parcel of the Proposed Project site has been occupied by El Greco since 1997, and the West Parcel has been vacant.

### 1.5.1 ENVIRONMENTAL INVESTIGATIONS

#### 1.1.5.1 Regional Groundwater Contamination

The Water Replenishment District of Southern California (WRD), in cooperation with the United States Geological Service (USGS), has completed a groundwater contamination study to assess the Central Basin threat of multiple contamination plumes in the area (see WRD, 2007). The Central Basin includes the cities of Whittier and Santa Fe Springs.

Several large scale releases, such as the Omega Chemical Corporation facility in Whittier, and the McKesson Chemical Corporation and the Angeles Chemical Company, Inc. facilities located in Santa Fe Springs, have resulted in regional groundwater impacts to the area, which includes the Proposed Project site. The Omega Chemical Corporation facility in Whittier, a federal Superfund site being overseen by United States Environmental Protection Agency (U.S. EPA), has a groundwater plume known to extend over three miles. Additionally, the McKesson Chemical Corporation and the Angeles Chemical Company, Inc. facilities in Santa Fe Springs are being overseen by Department of Toxic Substances Control (DTSC). Chemicals of concern from these releases are perchloroethylene (PCE) (primary chemical of concern), trichloroethylene (TCE), and their breakdown products. TCE is a known breakdown product of PCE. Figure 4 depicts the regional PCE plume for the WRD Central Basin, and depicts a portion of the Proposed Project site as being within the regional groundwater contamination plume.

#### 1.1.5.2 Site Specific

Due to historical land use activities and regional groundwater contamination associated with the area, several investigations of the Proposed Project site have been completed to document the presence or absence of contaminants in soil, soil gas, and groundwater beneath the Proposed Project site. Soil remediation activities and a human health screening evaluation have also been completed for the Proposed Project site. These activities are being conducted under the supervision of the California Regional Water Quality Control Board, Los Angeles Region (RWQCB) and City of Santa Fe Springs Fire Department (SFSFD).

Former structures associated with the Proposed Project site that were targeted for investigation include underground storage tanks (USTs) that stored gasoline and diesel fuel, several clarifiers associated with former manufacturing operations and collection of storm water, former paint/steam cleaning area, former maintenance shop, former equipment storage area, former mechanical pit, and surface stained areas.

Media samples have been collected from the Proposed Project site and analyzed for total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), Title 22 metals, and polychlorinated biphenyls (PCBs) (see Figure 5 for sampling locations). Chemicals detected in media beneath the Proposed Project site include, but are not limited to, TPH, PCE, TCE, benzene, toluene, xylenes, arsenic, chromium (including hexavalent chromium), lead, mercury and vanadium.

### **1.1.5.3 Summary of Prior Investigations**

Environmental Audit, Inc. (EAI) prepared a Summary of Site Assessments, Soil Gas Survey, Hyman Health Screening Evaluation, and Work Plan for the Proposed Project site. This report summarizes the results of prior soil and groundwater assessments and soil remediation efforts completed to date for the Proposed Project site. The EAI report documents the results of a soil gas survey and human health screening evaluation completed in the First Quarter 2009, and includes recommendations for additional actions at the Proposed Project site. The following subsection summarized the content of the EAI report.

#### **1.1.5.3.1 Phase I Site Assessment**

In June 1994, AIG Consultants, Inc. (AIG) completed a Phase I Environmental Site Assessment of the Proposed Project site. The Proposed Project site at that time was owned by Mr. William Palley. At that time, the West Parcel was occupied by Talco Plastics, and the East Parcel contained a warehouse that was vacant. The purpose of the assessment was to identify any known or potential environmental problems at the Proposed Project site. Based upon their investigation, AIG concluded there was evidence of past activity at the Proposed Project site which may represent environmental risks and/or liabilities, and therefore, AIG recommended that a Phase II investigation be performed to determine the presence or absence of contamination.

#### **1.1.5.3.2 Phase II Site Assessment**

In August 1994, Professional Service Industries, Inc. (PSII) completed a Phase II investigation of the Proposed Project site. PSII drilled and sampled eight borings (B-1 through B-8) ranging in depth from 4.5 to 35 feet below ground surface (bgs), and four hand auger borings (HA-1 through HA-4). These soil sampling locations targeted the following areas of the Proposed Project site:

<b>LOCATION</b>	<b>BORING</b>
<b>East Parcel</b>	
- Storage Shed	HA-1
- Abandoned Clarifiers	B-6, B-7
- Historical Stained Areas	B-1, B-2, B-3, B-4, B-8
<b>West Parcel</b>	
- Clarifiers (Historical Paint/Steam Cleaning Area )	HA-2, HA-3
- Maintenance Shop (Clarifier)	B-5
- Equipment Storage (Stained Area)	HA-4

Soil samples were selectively analyzed for TPH by modified EPA Method 8015, VOCs by EPA Method 8260, and Title 22 metals by EPA Methods 6010/7471.

Elevated concentrations of hydrocarbons were detected in the vicinity of the storage shed and abandoned clarifiers. Slightly elevated concentrations of PCE and TCE were also detected in the vicinity of the clarifiers.

#### 1.1.5.3.3 Supplemental Site Assessments

Supplemental assessments of the Proposed Project site were completed by EAI in 1994, 1996, and 1999. These investigations included:

- **1994:** Drilling and sampling of borings E-1 through E-17, and installation of groundwater monitoring well MW-1. Borings E-1 through E-17 ranged in depth from 10 to 45 feet bgs. Groundwater was encountered beneath the Proposed Project site at a depth of about 36 feet bgs, and therefore, well MW-1 was terminated at a depth of 53 feet bgs and slotted between 33 and 53 feet bgs.
- **1996:** Near surface soil sampling locations SS-1, SS-2, SS-3, SS-4, and SS-5, and installation of groundwater monitoring well MW-2.
- **1999:** Drilling and sampling of borings S-1 through S-10 (each 10 feet deep) and sampling of a Pit located at the Proposed Project site.



These media sampling locations targeted the following areas of the Proposed Project site:

<b>LOCATION</b>	<b>BORING</b>
<b>East Parcel</b>	
- Storage Shed	E-8, E-9, E-11
- Abandoned Clarifiers	E-7, E-14, E-15
- Historical Stained Areas	E-10, E-12, SS-1, SS-2, SS-3, SS-4
<b>West Parcel</b>	
- Underground Storage Tanks	E-1, E-2, E-3, E-4
- Clarifiers (Historical Paint/Steam Cleaning Area )	E-5, E-6, S-3, S-4, S-5, S-6, S-7, S-8, Pit
- Mechanical Pit	E-16
- Maintenance Shop (Clarifier)	E-17, S-1, S-2
- Removed Storm Water Clarifier	S-9, S-10

Selected soil samples were analyzed for TPH as gasoline (TPH-G), as diesel (TPH-D) and as oil (TPH-O), Title 22 metals, SVOCs, and PCBs.

Groundwater well MW-1 was located in the central area of the Proposed Project site near the former storage shed and clarifiers, and MW-2 in the northeastern area of the Proposed Project site. Based on groundwater elevation data for two adjacent properties with known soil and groundwater contamination, the groundwater flow direction for the area is westerly-southwesterly.

Groundwater samples were collected and analyzed for VOCs and Title 22 Metals. PCE and TCE were detected in both wells at elevated concentrations and 1,1-dichloroethylene (1,1-DCE) was detected in well MW-2. Low concentrations of metals were detected at non-problematic concentrations.

#### **1.1.5.3.4 Removal of Underground Storage Tanks**

In 1995, Amnat Environmental & Geotechnical (AEG) completed a Leak Detection Investigation of the USTs for the Los Angeles County Department of Public Works. The investigation included the drilling and sampling of six borings, i.e., boring B-1 and B-3 to 40 feet bgs, B-5 and B-6 to 20 feet bgs, and B-2 and B-4 to 5 feet bgs (see AEG, 1995). Fourteen soil samples were analyzed for TPH-G, TPH-D and benzene, toluene, ethyl benzene, and xylenes (BTEX). No chemicals were detected in the soil samples analyzed.

In April 1998, two USTs (one diesel and one gasoline) were removed from the Proposed Project site by Advanced GeoEnvironmental, Inc. (AGI) pursuant to a permit issued by the City of Santa Fe Springs Fire Department (SFSFD). The dispenser (fuel) island and product piping were located directly over the two USTs. Following removal, five soil samples were collected from

beneath the USTs. No chemicals were detected in the five soil samples collected from beneath the USTs. On May 1, 1998, the SFSFD issued a no further action (NFA) letter for the USTs.

### 1.1.5.3.5 Removal of Underground Storm Water Clarifier

On January 7, 1999, pursuant to closure authorization issued by the SFSFD, the storm water clarifier located west of the office building situated on the West Parcel of the Proposed Project site was removed. In February 1999, borings S-9 and S-10 were drilled and sampled to assess potential impacts associated with the storm water clarifier. Soil samples collected from each boring at 10 feet bgs were analyzed for total recoverable petroleum hydrocarbons (TRPH) and VOCs, and no chemicals were detected. On August 25, 1999, the SFSFD issued a closure certification for the storm water clarifier.

### 1.1.5.3.6 Soil Remediation - 2006

In 2006, Biophysics Environmental Assessment, Inc. (BEA) was retained to excavate the impacted soil for two areas on the East Parcel of the Proposed Project site, i.e., storage shed and abandoned clarifier area. These two areas of the East Parcel were targeted for excavation since prior investigations indicated the presence of hydrocarbons in soil above Soil Screening Levels (SSLs) based on use of RWQCB attenuation factor guidance.

Between August 16 and 18, 2006, BEA excavated two trenches to approximately 20 feet bgs in areas of the storage shed and abandoned clarifiers. A total of 25 soil samples were collected as part of the excavation efforts. Each soil sample was analyzed for TPH-G, TPH-D, TPH-O and VOCs, including fuel oxygenates, and six soil samples were also analyzed for Title 22 metals. All samples were below their respective SSLs for TPH-G, TPH-D, TPH-O, and VOCs. No metals were detected above environmental screening levels established for residential and commercial/industrial land use, except arsenic. Arsenic was detected in all six samples at concentrations ranging between 3.6 milligram per kilogram (mg/kg) and 5.8 mg/kg.

On October 6, 2006, the SFSFD issued a letter providing comments on the BEA Soil Remediation Report of Findings. This letter indicates that NFA will be required by the SFSFD for the two areas excavated by BEA in August 2006. However, the letter identified other non-UST regulated subsurface units that require closure by the SFSFD, before redevelopment can be considered.

### 1.1.5.3.7 Closure of Subsurface Units - 2009

In February 2009, the five non-UST regulated subsurface units associated with the SFSFD letter dated October 6, 2006 were addressed by EAI pursuant to permits issued by the City of Santa Fe Springs. The units were identified as:

<b>Subsurface</b>	
<b>Unit No.</b>	<b>Identification</b>
1	Abandoned water line
2	Concrete electrical utility box
3	Clarifier
4	Clarifier
5	Clarifier

Media samples were analyzed for TPH-G, TPH-D, VOCs, SVOCs, Title 22 metals, and PCBs. On April 16, 2009, the SFSFD issued a NFA letter for the non-UST regulated units.

#### **1.1.5.3.8 Groundwater Sampling - 2009**

On February 19, 2009, EAI staff visited the Proposed Project site to sample groundwater monitoring wells MW-1 and MW-2. The groundwater sample was analyzed for TPH-G, TPH-D, TPH-O, VOCs including fuel oxygenates and ethanol, total chromium, and hexavalent chromium. PCE at a concentration of 7.19 microgram per liter (ug/L) and hexavalent chromium at a concentration of 0.0039 ug/L were the only chemicals detected in the groundwater.

#### **1.1.5.3.9 Soil Gas Survey**

On February 23 and 24, 2009, a total of 25 soil gas probe sample point locations were installed and sampled. The soil gas samples were analyzed on-site using a mobile laboratory for VOCs.

A total of 18 VOCs were detected in soil gas samples collected from beneath the Proposed Project site. A human health screening evaluation was completed using the maximum concentrations of chemicals detected in soil gas at 5 feet bgs and 15 feet bgs as exposure point concentrations. The results of the risk assessment indicate an incremental cancer risk below 10 per million which is typically considered acceptable for commercial development. The hazard quotient is also below the threshold level of 1.0. The SFSFD and RWQCB are currently reviewing the results of the soil gas survey and need for additional groundwater wells.

Because the incremental cancer risk is above the one per million standard typically considered acceptable for residential development, but below the 10 per million standard typically considered acceptable for commercial/industrial development, the City of Santa Fe Springs has indicated to the property owner that a deed restriction will be required for the Proposed Project site. The deed restriction will limit development at the Proposed Project site to industrial, commercial or office space, and preclude residences for human habitation, hospitals, schools for persons under 21 years of age, and day care centers for children or senior citizens.

## **1.6 PROPOSED PROJECT DESCRIPTION**

The proposed project consists of the construction of an approximately 108,000 square feet concrete tilt-up warehouse building on the West Parcel of the Proposed Project site (see Figure 2). The building will include about 8,500 square feet of office space and the remainder of the



building (99,500 square feet) will be dedicated to warehouse activity. The plan also includes 168 parking spaces and minor landscaping that fronts Burke Street. The proposed project is identified by the City as Development Plan Approval Case No. 849.

## **1.7 REQUIRED PERMITS**

The proposed project will require approvals and building permits from the City. Due to the regional groundwater contamination and historical activities completed at the Proposed Project site, the City has requested concurrence from the RWQCB on redevelopment of the West Parcel before issuing final approvals.

## **CHAPTER 2**

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### **ENVIRONMENTAL CHECKLIST FORM**

- Introduction
- General Information
- Potentially Significant Impact Areas
- Determination
- Environmental Checklist and Discussion
  - Aesthetics
  - Agriculture Resources
  - Air Quality
  - Biological Resources
  - Cultural Resources
  - Geology and Soils
  - Hazards and Hazardous Materials
  - Hydrology and Water Quality
  - Land Use and Planning
  - Mineral Resources
  - Noise
  - Population and Housing
  - Public Services
  - Recreation
  - Transportation/Traffic
  - Utilities/Service Systems
  - Mandatory Findings of Significance
- References

## INTRODUCTION

The environmental checklist provides a standard evaluation tool to identify a project's adverse environmental impacts. This checklist identifies and evaluates potential adverse environmental impacts that may be created by the proposed project.

## GENERAL INFORMATION

Project Title:	Kekropia Inc. Warehouse Development
Lead Agency Name:	City of Santa Fe Springs
Lead Agency Address:	11710 Telegraph Road Santa Fe Springs, CA 90670
Contact Person:	Mr. Cuong Nguyen
Contact Phone Number:	(562) 868-0511, ext. 7329
Project Sponsor's Name:	Larry Patsouras
Project Sponsor's Address:	Kekropia Inc. 11630 Burke Street Santa Fe Springs, CA 90670
General Plan Designation:	The City of Santa Fe Springs General Plan Land Use Map designates the project site as Heavy Manufacturing.
Zoning:	The City of Santa Fe Springs General Plan Zoning Map designates the project site as M-2 BP, Heavy Manufacturing – Buffer Parking, Zone.
Description of Project:	Kekropia Inc. is proposing to construct a new 106,189 sq.ft. concrete tilt-up industrial warehouse on the Proposed Project site.
Surrounding Land Uses and Setting:	The Proposed Project site measures approximately 8.3 acres and is located east of Norwalk Boulevard and north of the Union Pacific Railroad, at 11630 Burke Street. The Proposed Project site, as well as surrounding properties to the east, south and west are zoned M-2, Heavy Manufacturing. These properties are developed with industrial, manufacturing or warehouse facilities, while the property abuts the Union Pacific Railroad right-of-way to the south.
	Sensitive land uses near the Proposed Project site include single-family residences on the north side of Burke Street directly across the street. Aeolian Elementary and Los Nietos Elementary are located approximately one-half mile north and three quarters of a mile northwest, respectively, of the Proposed Project site.
Other Public Agencies Whose Approval is Required:	



## POTENTIALLY SIGNIFICANT IMPACT AREAS

The following environmental impact areas have been assessed to determine their potential to be affected by the proposed project. As indicated by the checklist on the following pages, environmental topics marked with an "✓" may be adversely affected by the proposed project. An explanation relative to the determination of impacts can be found following the checklist for each area.

- |                                                        |                                                      |                                                                   |
|--------------------------------------------------------|------------------------------------------------------|-------------------------------------------------------------------|
| <input type="checkbox"/> Aesthetics                    | <input type="checkbox"/> Agriculture Resources       | <input type="checkbox"/> Air Quality                              |
| <input type="checkbox"/> Biological Resources          | <input type="checkbox"/> Cultural Resources          | <input type="checkbox"/> Geology/Soils                            |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/<br>Water Quality | <input type="checkbox"/> Land<br>Use/Planning                     |
| <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Noise                       | <input type="checkbox"/> Population/<br>Housing                   |
| <input type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation                  | <input type="checkbox"/> Transportation/<br>Traffic               |
| <input type="checkbox"/> Utilities/Service<br>Systems  | <input type="checkbox"/> Other                       | <input type="checkbox"/> Mandatory<br>Findings of<br>Significance |

There are four possible responses to each of the above environmental impact areas as follows:

- **No Impact:** The environmental issue in question does not apply to the project, and the project will therefore have no environmental impact.
- **Less Than Significant Impact:** The environmental issue in question does apply to the project site, but the associated impact will be below thresholds that are considered to be significant.
- **Less Than Significant Impact With Mitigation Incorporated:** The project will have the potential to produce significant impacts with respect to the environmental issue in question. However, mitigation measures modifying the operational characteristics of the project will reduce impacts to a less than significant level.
- **Potentially Significant Impact:** The project will produce significant impacts, and further analysis will be necessary to develop mitigation measures that could reduce impacts to a less than significant level.

## DETERMINATION

On the basis of this initial evaluation:

- ☐ I find the proposed project COULD NOT have a significant effect on the environment, and that a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be significant effects in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect(s) on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Agency

\_\_\_\_\_  
Name/Title

\_\_\_\_\_  
Date

## ENVIRONMENTAL CHECKLIST AND DISCUSSION

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS</b>				
Would the project:				
a) Have a substantially adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings with a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**1.1 Significance Criteria**

The proposed project impacts on aesthetics will be considered significant if:

- The project will block views from a scenic highway or corridor.
- The project will adversely affect the visual continuity of the surrounding area.
- The impacts on light and glare will be considered significant if the project adds lighting which would add glare to residential areas or sensitive receptors.

**1.2 Environmental Setting and Impacts**

As discussed in §4.15, pages 4.15-1 through 4.15-5, of the March 2009 Draft Subsequent Environmental Impact Report (DSEIR) for Proposed Amendment No. 4 to the Amended Consolidated Redevelopment Project (CRP) Area, the potential for aesthetic impacts associated with the entire CRP Area was determined to be less than significant. Because the currently Proposed Project consists of a single warehouse facility that was included as part of the DSEIR for the CRP, aesthetics impacts from the Kekropia Inc. Warehouse Development Project (Proposed Project) are within the scope of the larger project evaluated in the 2009 DSEIR for the CRP Area.



1. a, b) The Proposed Project site, and the surrounding area, is not on or near any designated vistas. There are no natural rock outcroppings or other scenic resources on or in the immediate area of the Proposed Project site. Additionally, the Proposed Project site is located east of Norwalk Boulevard between Burke Street and Altamar Place, none of which are designated as a State Scenic Highway. The City of Santa Fe Springs General Plan does not designate these roadways or any adjoining or nearby roadways as a Scenic Highway. Therefore, the Proposed Project is not expected to have a significant impact on scenic vistas or scenic highways.

1. c) The Proposed Project site is currently developed on the eastern portion with a warehouse facility. The Proposed Project will place a new warehouse facility on the western portion of the existing site. The current views across the Proposed Project site will not adversely change as a result of the project. The site currently is located primarily in an area of heavy manufacturing. While the Proposed Project will include a new warehouse building and an adjacent parking area, these components are not expected to substantially degrade the visual character or quality of the site or the surroundings. The new warehouse building and parking area are consistent with the existing surroundings and will blend in with the existing warehouse and parking area on the other portion of the project site, and will have similar design features. Therefore, impacts to the existing visual character and quality of the site and the surrounding area are expected to be less than significant.

1. d) The Proposed Project is not expected to generate significant light and glare impacts. The primary use of lighting will be for security and safety purposes. Any new lighting will require approval as part of the building permitting process, and will be compliant with local regulations regarding the size, amount, and type of lighting to be used. The new buildings lights are expected to be strategically placed so that they will not be directly visible from the public right-of-way. Additionally, lighting associated with the loading dock doors will be located behind a proposed 10 foot high decorative screen wall so that no significant adverse light and glare impacts are expected.

### 1.3 Mitigation Measures

No further mitigation measures are required since no significant adverse aesthetic impacts associated with development of the Proposed Project site were identified.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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## II. AGRICULTURAL RESOURCES

Would the project:

In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation. Would the project:

- |                                                                                                                                                                                                                                                |                          |                          |                          |                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?                                                                                                                                              | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?                                                                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### 2.1 Significance Criteria

Project-related impacts on agricultural resources will be considered significant if any of the following conditions are met:

- The proposed project conflicts with existing zoning or agricultural use or Williamson Act contracts.
- The proposed project will convert prime farmland, unique farmland or farmland of statewide importance as shown on the maps prepared pursuant to the farmland mapping and monitoring program of the California Resources Agency, to non-agricultural use.
- The proposed project would involve changes in the existing environment, which due to their location or nature, could result in conversion of farmland to non-agricultural uses.

### 2.2 Environmental Setting and Impacts

As discussed in §4.5, pages 4.5-1 through 4.5-12, of the DSEIR for the CRP Area, the potential for agricultural resources impacts associated with the entire CRP Area was determined to be less than significant. Because the currently Proposed Project consists of a single warehouse facility that was included as part of the DSEIR for the CRP, agricultural resources impacts from the Kekropia Inc. Warehouse Development Project are within the scope of the larger project evaluated in the 2009 DSEIR for the CRP Area.

**2. a, b, and c)** The Proposed Project is located within an urbanized area and is surrounded by industrial, commercial, and residential uses. The City of Santa Fe Springs was part of a large cattle empire during much of the 1800s. Introduction of the Los Angeles and Anaheim Railroad in 1888 supported a transition to farming, and until World War I, the City was an agricultural community. Discovery of oil in 1921 signaled the decline of farming, and agriculture in Santa Fe Springs is now limited to several small parcels along the San Gabriel River (outside the CRP Area), and the City of Santa Fe Springs General Plan no longer identifies agriculture as a future use.

The Proposed Project is not located within an area mapped by the County General Plan or California Farmland Mapping and Monitoring Program (FMMP) as containing Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Additionally, the Proposed Project site is not in an Agricultural Preserve and is not under a Williamson Act contract. No agricultural uses are located at the Proposed Project site and the site has been used for industrial purposes. Therefore, the Proposed Project is expected to have no impact on agricultural resources.

The Proposed Project site is not located within 300 feet of agriculturally zoned property; therefore, potentially significant indirect impacts to off-site agricultural lands will not occur. All development will occur within the confines of the existing warehouse facility site. Since the Proposed Project site is not zoned for agriculture use, and zoned agricultural land is not located in close proximity to the site, development of the Proposed Project site would not create changes in the environment which could potentially convert other farmlands to non-agricultural use.

### 2.3 Mitigation Measures

Since there are no adverse significant agricultural resource impacts due to the development of the Proposed Project, no mitigation measures are required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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### III. AIR QUALITY

When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Diminish an existing air quality rule or future compliance requirement resulting in a significant increase in air pollutant(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.1 Significance Criteria

Impacts will be evaluated and compared to the significance criteria in Table 1. If impacts equal or exceed any of the criteria in Table 1, they will be considered significant.

#### 3.2 Environmental Setting and Impacts

As discussed in §4.9, pages 4.9-1 through 4.9-9, of the DSEIR for the CRP Area, the potential for air quality impacts associated with the entire CRP Area was determined to be less than significant. Because the currently Proposed Project consists of a single warehouse facility that

was included as part of the DSEIR for the CRP, air quality impacts from the Proposed Project are within the scope of the larger project evaluated in the 2009 DSEIR for the CRP Area.

TABLE 1

Air Quality Significance Thresholds

Mass Daily Thresholds		
Pollutant	Construction	Operation
NO <sub>x</sub>	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SO <sub>x</sub>	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs) and Odor Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
Ambient Air Quality for Criteria Pollutants <sup>(a)</sup>		
NO <sub>2</sub>  1-hour average annual average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (federal)	
PM10 24-hour  annual geometric mean	10.4 µg/m <sup>3</sup> (recommended for construction) <sup>(b)</sup> 2.5 µg/m <sup>3</sup> (operation) 1.0 µg/m <sup>3</sup>	
PM2.5 24-hour average	10.4 µg/m <sup>3</sup> (construction) <sup>e</sup> & 2.5 µg/m <sup>3</sup> (operation)	
Sulfate 24-hour average	1 µg/m <sup>3</sup>	
CO  1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) 9.0 ppm (state/federal)	

(a) Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated. The NO<sub>2</sub>, 1-hour average, CO 1-hour and 8-hour average, and PM10 and PM2.5 24-hour averages also apply as Localized Significance Thresholds (LST).

(b) Ambient air quality threshold based on SCAQMD Rule 403.

ppm = parts per million;  $\mu\text{g}/\text{m}^3$  = microgram per cubic meter;  $\text{mg}/\text{m}^3$  = milligram per cubic meter; lbs/day = pounds per day; = greater than or equal to

3. a) The Proposed Project is located in the South Coast Air Basin (Basin). An inventory of existing emissions in the Basin is included in the baseline inventory in the Air Quality

Management Plan (AQMP). The AQMP identifies emission reductions from existing sources and air pollution control measures that are necessary in order to comply with the state and federal ambient air quality standards (SCAQMD, 2007). The control strategies in the AQMP are based on projections from the local general plans provided by the cities and counties in the district. Projects that are consistent with the local General Plans are consistent with the air quality related regional plans. The Santa Fe Springs General Plan designates the site as heavy manufacturing. The proposed modifications to the site continue the use of the site for heavy manufacturing activities and are consistent with the General Plan. The Proposed Project is considered to be consistent with the air quality related regional plans since it is consistent with the General Plan for the area.

**3. b, c, and f) Construction Emissions:** Construction activities associated with the Proposed Project would result in emissions of carbon monoxide (CO), particulate matter less than 10 microns in diameter (PM10), particulate matter less than 2.5 microns in diameter (PM2.5), volatile organic compounds (VOCs), nitrogen oxides (NOx) and sulfur oxides (SOx). Construction activities include grading to provide level surfaces, construction of new foundations, installation of the new warehouse, and paving to develop parking lots.

Peak construction emissions were calculated for the daily construction activities. Construction emissions are the sum of the highest daily emissions from employee vehicles, fugitive dust sources, construction equipment, and transport activities for the construction period. The peak day is based on the day in which the highest emissions occur for each pollutant. The construction emission calculations were determined using the URBEMIS 2007 Model (Version 9.2.4) for warehouse development. Criteria pollutant emissions during construction activities were then compared to their respective significance thresholds. Peak construction emissions for the Proposed Project are summarized in Table 2. The URBEMIS Model output for the construction emissions is provided in Appendix A.

**TABLE 2**

**Peak Construction Emissions**

Year of Activity	Peak Daily Emissions (lbs/day)					
	CO	VOC	NOx	SOx	PM10	PM2.5
2009 Emissions	29.77	5.44	45.49	0.03	27.09	7.27
2010 Emissions	28.82	57.45	27.76	0.03	1.79	1.57
SCAQMD Threshold	<b>550</b>	<b>75</b>	<b>100</b>	<b>150</b>	<b>150</b>	<b>55</b>
Threshold Exceeded ?	NO	NO	NO	NO	NO	NO

See Appendix A for URBEMIS model results. Notes: SCAQMD Threshold = threshold criteria for determining environmental significance of construction activities, as provided in the South Coast Air Quality Management District's 1993 Handbook for Air Quality Analysis.

The Proposed Project emissions during the construction phase are compared to the SCAQMD CEQA thresholds in Table 2. The peak construction emissions are expected to be less than the SCAQMD CEQA thresholds so that no significant impacts on air quality are expected during the construction phase.



The construction emissions were also compared to the SCAQMD's localized significance thresholds (SCAQMD, 2008) (see Table 3) for a five-acre project. Construction activities are expected to be limited to a maximum of about five acres during peak construction activities. The localized significance thresholds are used to determine whether or not a project may generate significant adverse air quality impacts to the local sensitive receptors in the vicinity of the Proposed Project. The Proposed Project site is located in source receptor area 5 (Southeast Los Angeles County). The estimated construction emissions associated with construction of the warehouse were compared to the localized significance thresholds for CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. In all cases, the construction emissions were below the localized significance thresholds (see Appendix A). Therefore, no significant localized air quality impacts are expected.

**TABLE 3****Localized Emission Impacts Analysis**

Source/Activity	On-site Source Emissions (lbs/day)					
	CO	VOC	NO <sub>x</sub>	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Peak Emissions	29.77	57.45	45.49	0.03	27.09	7.27
1,855	NA	165	NA	42	10	
No	-	No	-	No	No	

(1) Screening values for LST analysis from SCAQMD Final Localized Significance Threshold Methodology, Appendix C, Tables C-1, C-2, and C-4 and C-5 for SRA No. 5 for five-acre sites at 50 meters (February 2008).

**Operational Emissions**

The emissions related to the operation of the warehouse site include emissions from mobile sources, including trucks and worker vehicles, and area sources (emissions natural gas use, landscaping activities, etc.). The operational emissions from the Proposed Project were determined using the URBEMIS 2007 Model (Version 9.2.4) (see Appendix A) for warehouse development and are summarized in Table 4. Table 4 reports the peak operational emission regardless of whether the emission occurs during winter or summer months. The peak Proposed Project emissions during the operational phase are also compared to the SCAQMD CEQA thresholds in Table 4. The estimated operational emissions are expected to be less than the SCAQMD CEQA thresholds so that no significant impacts on air quality are expected during the operation of the Proposed Project.

**Green House Gas Emissions**

Global climate change refers to changes in average climatic conditions on the earth as a whole, including temperature, wind patterns, precipitation and storms. Global warming, a related concept, is the observed increase in the average temperature of the earth's surface and atmosphere. One identified cause of global warming is an increase of greenhouse gases (GHGs) in the atmosphere. The six major GHGs identified by the Kyoto Protocol are carbon dioxide, CO<sub>2</sub>, methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), haloalkanes (HFCs), and perfluorocarbons (PFCs).

TABLE 4

## Operational Emissions Increases

Activity	Emissions (lbs/day, 24 hr/day)					
	CO	VOC	NO <sub>x</sub>	SO <sub>x</sub>	PM10	PM2.5
Area Source Emissions	2.23	0.69	0.81	0	0.01	0.01
Vehicle Emissions	48.83	4.59	6.70	0.05	8.31	1.62
<b>Total Project Emissions</b>	<b>51.06</b>	<b>5.28</b>	<b>7.51</b>	<b>0.05</b>	<b>8.32</b>	<b>1.63</b>
SCAQMD Threshold	550	55	55	150	150	55
Significant?	NO	NO	NO	NO	NO	NO

See Appendix A for UREBMIS model results.

Events and activities, such as the industrial revolution and the increased combustion of fossil fuels (e.g., gasoline, diesel, coal, etc.), have heavily contributed to the increase in atmospheric levels of GHGs. As reported by the California Energy Commission (CEC), California contributes 1.4 percent of the global and 6.2 percent of the national GHG emissions. The GHG inventory for California was about 479.74 million metric tons of GHG in 2004 (CARB, 2007). Approximately 80 percent of GHGs in California are from fossil fuel combustion.

In response to growing scientific and political concern regarding global climate change, California has recently adopted a series of laws to reduce both the level of GHGs in the atmosphere and to reduce emissions of GHGs from commercial and private activities within the state. In June 2005, Governor Schwarzenegger signed Executive Order S-3-05, which established GHG emissions reduction targets for the state, as well as a process to ensure that the targets are met. The Office of Planning and Research (OPR) is required to adopt CEQA Guidelines for evaluation of GHGs by January 1, 2010.

On December 5, 2008, the SCAQMD adopted an interim GHG Significance Threshold using a tiered approach for determining significance. The objective of the SCAQMD's interim GHG significance threshold proposal is to achieve an emission capture rate of 90 percent of all new or modified stationary source projects, which corresponds to 10,000 metric tons of CO<sub>2</sub> equivalent emissions per year (MTCO<sub>2</sub>eq/yr) for industrial sources (the majority of combustions emissions is comprised of CO<sub>2</sub>).

On October 24, 2008, the California Air Resources Board (CARB) released a *Preliminary Draft Staff Proposal* recommending GHG-related significance thresholds which lead agencies can use in the significance determination (CARB, 2008). The final CARB recommendations are expected in early 2009 which will correspond to the OPR timeline for issuing draft guidelines for addressing GHG emissions in CEQA documents. The current recommendations are a sector-specific approach to develop threshold for projects that result in a substantial portion of the

state's GHG emissions. The preliminary interim thresholds are for two sectors: 1) industrial projects, and 2) residential and commercial projects. The preliminary significance threshold developed by CARB is 7,000 MTCO<sub>2</sub>eq/yr. The approach used in this document is to compare project-related emissions to the CARB recommendations, and the SCAQMD GHG thresholds, and incorporate the findings into a significance determination.

The GHG emissions for the Proposed Project were estimated using the URBEMIS model (see Appendix A). The estimated GHG emissions due to construction activities associated with the Proposed Project are estimated to be about 574 metric tons during the entire construction period. The estimated GHG operations emissions due to operation of the Proposed Project are expected to be about 697 metric tons per year. Although GHG thresholds have not been established for warehouse sites, the GHG emissions for the Proposed Project are well below the preliminary GHG significance thresholds of 7,000 metric tons and 10,000 metric tons of GHG emissions developed by CARB and SCAQMD, respectively. Therefore, no significant increase in GHG emissions and related climate change are expected due to the Proposed Project.

**3. d)** The Proposed Project involves construction of a new warehouse facility at an existing site zoned for heavy manufacturing. Warehouse facilities are not expected to have any significant stationary sources of air emissions or toxic air contaminants. The largest source of emissions from the site is from mobile sources including worker vehicles, delivery trucks and heavy duty trucks. The main toxic air contaminant associated with these mobile sources would be diesel particulate emissions from diesel trucks and the potential impacts associated with diesel particulate matter (DPM) emissions are evaluated below.

The facility is expected to require about 15 heavy-heavy duty trucks and about 10 delivery trucks. The DPM emitted in the vicinity of the proposed warehouse is estimated to be about 1.84 pounds per year. These DPM emissions were modeled as an area source using the SCREEN3 model. Health risk calculations were performed based on the ground level concentrations estimated by the SCREEN3 model. The maximum incremental cancer risk was estimated to be about  $1.48 \times 10^{-6}$  or about 1.48 per million (see Appendix A). The chronic hazard index is estimated to be  $9.31 \times 10^{-4}$  (0.000931). The maximum incremental cancer risk is below the SCAQMD significance threshold of 10 per million and the chronic hazard index is less than one (1.0), therefore, no significant impacts are expected due to DPM emissions in the vicinity of the Proposed Project.

**3. e)** No emissions are expected during either the construction or operational phases that are expected to generate odors. Emissions are limited to construction equipment and mobile sources so that no significant odor impacts are expected.

### **3.3 Mitigation Measures**

The proposed project will be required to comply with applicable existing air quality rules and regulations. For example, standard construction measures imposed by SCAQMD Rule 402 will be implemented. Since there are no significant adverse air quality impacts due to the development of the Proposed Project, no further mitigation measures (beyond existing rules and regulations) are required.

## CHAPTER 2: ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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### IV. BIOLOGICAL RESOURCES

Would the project:

- |                                                                                                                                                                                                                                                                                                                  |                          |                          |                          |                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?                                                           | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?                                    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?                                                                               | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?                                                                                                                                                                              | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?                                                                                                                             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### 4.1 Significance Criteria

The impacts on biological resources will be considered significant if any of the following criteria apply:

- The project results in a loss of plant communities or animal habitat considered to be rare, threatened or endangered by federal, state or local agencies.
- The project interferes substantially with the movement of any resident or migratory wildlife species.
- The project adversely affects aquatic communities through construction or operation of the project.

### 4.2 Environmental Setting and Impacts

As discussed in §4.3, pages 4.3-1 through 4.3-3, of the DSEIR for the CRP Area, there are no natural land areas remaining in the CRP Area. Virtually all of the native vegetation has been removed and replaced by urban uses. Consequently, there are no biologically significant habitat zones within the CRP Area, and there are no unique, rare, sensitive or endangered species of plants. Because the currently Proposed Project consists of a single warehouse facility that was included as part of the DSEIR for the CRP, biological resources impacts from the Proposed Project are within the scope of the larger project evaluated in the 2009 DSEIR for the CRP Area.

**4. a, b, and d)** As described in the City's 1993 Draft EIR for the General Plan Update, lands along the San Gabriel River were home to numerous sensitive species including the least Bell's vireo, the western yellow-billed cuckoo, the southwestern pond turtle, and the San Diego coast horned lizard. Some sensitive species (including the California gnatcatcher and coastal cactus wren) were still found in the west Coyote Hills area of Fullerton as of 1993. However, it has been many years since these species were reported in the Project Area, and suitable habitat for them no longer exists in Santa Fe Springs (COSFS, 2009).

The Proposed Project is located within an urbanized area and is surrounded by industrial, commercial, and residential areas. Previous development of the existing warehouse site and surrounding areas has left the Proposed Project site with no natural habitat within the confines of the existing warehouse facility boundary. Currently, no species of rare, threatened, or endangered plants or animals have been reported in the vicinity of the Proposed Project site. Vegetation onsite is limited to landscape species. Because the area within the Kekropia Inc. warehouse facility boundary is devoid of native habitat, impacts to other, non-listed species are not expected.

**4. c).** The Proposed Project is not located on or near a wetland habitat, and will not create any new barriers to the movements of animals. As noted in the Draft EIR for the 1993 General Plan Update, the San Gabriel River corridor in the project vicinity at one time served as a wildlife movement corridor. However, channelization and area development have eliminated the corridor values of this river system where it passes through the developed portions of the Los

## CHAPTER 2: ENVIRONMENTAL CHECKLIST

Angeles basin (COSFS, 2009). No federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.) exist at the Proposed Project site, therefore, no significant impact to wetlands are expected due to development of the Proposed Project. The Proposed Project would not impact species mobility and no mitigation is required. The Proposed Project would be consistent with the heavy manufacturing zoning designation of the existing site. Further, no substantial increase in storm water runoff from the Proposed Project is expected, so no impacts on biological resources are expected. Based upon the above considerations, significant adverse impacts on biological resources are not expected from the Proposed Project.

**4. e, and f).** The existing warehouse facility site has been graded and does not have any mature native trees or other biological resources that could conflict with any local policies or ordinances. Further, no habitat conservation plan, natural community conservation plan, or other habitat plan applies to the Proposed Project site or would be impacted by development of the site. Therefore, no significant adverse impact on habitat plans are expected.

### 4.3 Mitigation Measures

No significant adverse impacts to biological resources are expected to occur as a result of construction and operation of the Proposed Project. Since no potentially significant adverse biological resources impacts were identified, no mitigation measures are required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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## V. CULTURAL RESOURCES

Would the project:

- |                                                                                                                        |                          |                          |                          |                                     |
|------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside formal cemeteries?                                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### 5.1 Significance Criteria

Impacts to cultural resources will be considered significant if:



- The project results in the disturbance of a significant prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group.
- Unique paleontological resources are present that could be disturbed by construction of the proposed project.
- The project would disturb human remains.

## **5.2 Environmental Setting and Impacts**

As discussed in §4.4, pages 4.4-1 through 4.4-5, of the DSEIR for the CRP Area, the potential for cultural resources impacts associated with the entire CRP Area was determined to be less than significant. A cultural records search was performed for the CRP Area as part of the current EIR analysis. Results indicate that there are no previously recorded cultural resources within the CRP Area. Because the currently Proposed Project consists of a single warehouse facility that was included as part of the DSEIR for the CRP, cultural resources impacts from the Proposed Project are within the scope of the larger project evaluated in the 2009 DSEIR for the CRP Area.

**5. a, b, c, and d)** Generally, resources (buildings, structures, equipment) that are less than 50 years old are excluded from listing in the National Register of Historic Places unless they can be shown to be exceptionally important. The entire Santa Fe Springs area is characterized by dense urban development with a long history of oil exploration and industry. As a result, most of the land is paved or developed, and the built environment covers a wide range of structural types and ages. A portion of the project area was evaluated for cultural resources as part of the CRP Area Update EIR that was certified by the City in 2002. That analysis identified 42 structures that were 45-years old or older (as of 1999); several previously prehistoric sites were also known and a new prehistoric site was observed. The 2002 analysis concluded that most of the 45 plus-year structures were not significant. The oil history in the CRP Area has had a significant bearing on development patterns, and most development in this area has occurred since 1971 when the oil fields were largely closed.

The buildings, structures, and equipment associated with the Proposed Project are not listed on registers of historic resources, and do not meet the eligibility criteria presented above (e.g., associated with historically important events or people, embodying distinctive characteristics of a type, period, or method of construction), and would not be likely to yield historically important information. The only components of the Proposed Project that are being removed are pavement and soil from existing parking lots in the areas where the new warehouse facility and parking area are being constructed. None of these areas meet the aforementioned historical significance criteria. Therefore, no significant impacts to historic cultural resources are expected as a result of implementing the Proposed Project.

All construction and operational activities that would occur as a result of the Proposed Project will occur within the confines of the existing site that has been used for heavy manufacturing activities, and the Proposed Project would be consistent with the heavy manufacturing zoning designation for the site.

The entire Proposed Project site has been previously graded and developed. Remediation activities have also been conducted at the site and include removal of underground storage tanks, fuel dispensing facilities, clarifiers, and contaminated soil. Proposed Project activities will occur within areas of the existing property where the ground surface has already been disturbed, and where previous foundations and buildings were located and where remediation activities have occurred. This past disturbance reduces the likelihood that previously unknown cultural resources will be encountered. Further, the Proposed Project site does not contain known paleontological resources and thus the Proposed Project also is not expected to impact any sites of paleontological value.

A review was conducted by the Los Angeles County Museum of Natural History to assess paleontological characteristics within the CRP area. Findings indicate that the area exhibits a veneer of younger Quarternary alluvium atop horizons of older Quarternary alluvium at uncertain depths. It was concluded that the older Quarternary alluvium has potential to exhibit significant paleontological resources.

While the likelihood of encountering cultural and paleontological resources is low, there is still a potential that additional buried resources may exist. Any such impact would be eliminated by using standard construction practices and complying with state law, which require the following, in the event that unexpected sub-surface resources were encountered:

- Conduct a cultural resources orientation for construction workers involved in excavation activities. This orientation will show the workers how to identify the kinds of cultural resources that might be encountered, and what steps to take if this occurred;
- Monitor the subsurface earth disturbance by a professional archaeologist and an appropriate representative if cultural resources are exposed during construction;
- Provide the archaeological monitor with the authority to temporarily halt or redirect earth disturbance work in the vicinity of cultural resources exposed during construction, so the find can be evaluated and mitigated as appropriate; and,
- As required by State law, prevent further disturbance if human remains are unearthed, until the County Coroner has made the necessary findings with respect to origin and disposition, and the Native American Heritage Commission has been notified if the remains are determined to be of Native American descent.

Based upon the above considerations, no significant cultural resources impacts are expected from the Proposed Project.

### **5.3 Mitigation Measures**

No significant impacts on cultural resources have been identified, so no mitigation measures are required.

## CHAPTER 2: ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS</b>				
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Strong seismic groundshaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 6.1 Significance Criteria

The impacts on the geological environment will be considered significant if any of the following criteria apply:

- Topographic alterations would result in significant changes, disruptions, displacement, excavation, compaction or over covering of large amounts of soil.
- Unique geological resources (paleontological resources or unique outcrops) are present that could be disturbed by the construction of the proposed project.
- Exposure of people or structures to major geologic hazards such as earthquake surface rupture, ground shaking, liquefaction or landslides.
- Secondary seismic effects could occur which could damage facility structures, e.g., liquefaction.
- Other geological hazards exist which could adversely affect the facility, e.g., landslides, mudslides.

### 6.2 Environmental Setting and Impacts

As discussed in §4.2, pages 4.2-1 through 4.2-5, of the DSEIR for the CRP Area, the potential for geology and soils impacts associated with the entire CRP Area were determined to be less than significant. The proposed CRP Area improvements are expected to occur in areas that are subject to the direct and indirect impacts that result from strong seismic shaking. Secondary impacts that may occur as a result of seismic activity would include ground failure and land subsidence, particularly in the vicinity of oil field and the landfill. The risk of liquefaction is considered low due to the distance of the project area from the San Gabriel River, and the City of Santa Fe Springs is too far removed from the sea to be at risk of seismic sea waves. Construction in the CRP Area will be subject to a wide range of ordinances and regulations promulgated for the specific purpose of seismic safety. Compliance with these regulations will reduce the potential for significant adverse impact to a level that is less than significant (by regional standards). Because the currently Proposed Project consists of a single warehouse facility that was included as part of the DSEIR for the CRP, geology and soils impacts from the Proposed Project are within the scope of the larger project evaluated in the 2009 DSEIR for the CRP Area.

**6. a, c and d)** The southern California area is located within a seismically active region. The most significant potential geologic hazard is estimated to be seismic shaking from future earthquakes generated by active or potentially active faults in the region. Although there have been a number of faults identified in southern California, all of the faults are associated with the San Andreas Fault system. The San Andreas fault is located on the north side of the San Gabriel Mountains trending east-southeast as it passes the Los Angeles Basin. This fault is recognized as the longest and most active fault in California. It is generally characterized as a right-lateral strike-slip fault which is comprised of numerous sub-parallel faults in a zone over two miles wide. There is a high probability that southern California will experience a magnitude 7.0 or

greater earthquake along the San Andreas or San Jacinto fault zones, which could generate strong ground motion in the project area (Reich, 1992).

The closest active faults to the Proposed Project site are the Whittier-Elsinore and the Norwalk Faults, located approximately 2 miles north and south of the City of Santa Fe Springs respectively. The Proposed Project site is not located within the boundaries of an Alquist-Priolo earthquake fault zone, and there is no evidence of active faulting at the Proposed Project site (California Geological Survey, 2009).

Based on the historical record, it is probable that earthquakes will affect the southern California region in the future. Research shows that damaging earthquakes will occur on or near recognized faults which show evidence of recent geologic activity. There is the potential for damage to the new structures in the event of an earthquake. There is the potential for damage to the new structures in the event of an earthquake. New structures must be designed to comply with the Uniform Building Code Zone 4 requirements since the project is located in a seismically active area. The City is responsible for assuring that the Proposed Project complies with the Uniform Building Code as part of the issuance of the building permits and can conduct inspections to ensure compliance. The Uniform Building Code is considered to be a standard safeguard against major structural failures and loss of life. The goal of the code is to provide structures that will: (1) resist minor earthquakes without damage; (2) resist moderate earthquakes without structural damage, but with some non-structural damage; and (3) resist major earthquakes without collapse, but with some structural and non-structural damage.

The Uniform Building Code determines seismic design based on minimum lateral seismic forces ("ground shaking"). The Uniform Building Code requirements operate on the principle that providing appropriate foundations, among other aspects, helps to protect buildings from failure during earthquakes. The basic formulas used for the Uniform Building Code seismic design require determination of the seismic zone and site coefficient, which represent the foundation conditions at the site. Kekropia Inc. must obtain building permits, as applicable, for all new Proposed Project structures. Kekropia Inc. shall submit building plans to the City of Santa Fe Springs and must receive approval of all building plans and building permits to assure compliance with the latest Building Code prior to commencing construction activities.

Liquefaction can occur as a process where water saturates materials, including soils, sediment and different types of volcanic deposits, causing it to lose strength and fail during strong ground shaking. Liquefaction can be defined as ground material changing from a solid to liquefied state due to increased pore-pressure.

Liquefaction-induced ground failure historically has been a major cause of earthquake damage in southern California. During earthquakes, significant damage to roads, utility pipelines, buildings, and other structures in the Los Angeles area can be caused by liquefaction-induced ground displacement. Localities most susceptible to liquefaction-induced damage are underlain by loose, water saturated, granular sediment within 40 feet of the ground surface. These geological and ground-water conditions exist in parts of southern California, most notably in some densely populated valley regions and alluviated floodplains. In addition, the potential for strong earthquake ground shaking is high because of the many nearby active faults. The

combination of these factors constitutes a significant seismic hazard in the southern California region in general, including areas in the Whittier Quadrangle, where the Proposed Project site is located.

The Proposed Project site has not been identified on the State of California Seismic Hazard Zones, Whittier Quadrangle official map, released March 25, 1999, as a site that is subject to liquefaction during a seismic event. The Seismic Hazard Zones, Whittier Quadrangle official map indicates that the Proposed Project site is located just outside of potential liquefaction areas. Regardless, any future development on the Proposed Project site is required to comply with all applicable requirements of the Los Angeles County Building Code and mitigation measures as defined in Public Resource Code Section 2693 (c). No significant impacts due to liquefaction are expected as a result of the Proposed Project. Additionally, compliance with the Uniform Building Code requirements is expected to minimize the potential impacts associated with liquefaction. The issuance of building permits from the City of Santa Fe Springs will assure compliance with the Uniform Building Code requirements which include building within seismic hazard zones.

Accordingly, the installation of new structures at the warehouse facility site is required to be in compliance with the Uniform Building Code and all other applicable state and local building codes. Thus, the Proposed Project would not alter the exposure of people or property to geological hazards such as earthquakes, liquefaction, subsidence, landslides, mudslides, ground failure, or other natural hazards. As a result, substantial exposure of people or structures to the risk of loss, injury, or death is not anticipated.

6. b) During construction of the Proposed Project, the possibility exists for temporary erosion resulting from excavation and grading activities. These activities are expected to be minor since the proposed modifications are located at an existing warehouse facility site which has already been graded and has generally flat topography. Therefore, no significant adverse impacts related to soil erosion are expected. No significant change in topography is expected because the site is currently flat. Construction activities associated with the Proposed Project will be required to comply with SCAQMD Rule 403 – Fugitive Dust, which imposes requirements to minimize emissions associated with wind erosion.

6. e) Sewer service will be available through a Publicly Owned Treatment Works (POTW), so the soil will not need to support septic tanks, or alternative wastewater disposal systems. Therefore, no significant impacts on soils due to septic systems or alternative wastewater systems are expected.

### **6.3 Mitigation Measures**

No significant geology and soils impacts were identified as Uniform Building Code requirements provide sufficient safeguards to minimize the impacts associated with seismic hazards. Therefore, no additional mitigation measures are required.



	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII. HAZARDS AND HAZARDOUS MATERIALS</b>				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Be located within an airport land use plan or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

urbanized areas or where residences are intermixed with wildlands?

### 7.1 Significance Criteria

The impacts associated with hazards will be considered significant if any of the following occur:

- Non-compliance with any applicable design code or regulation.
- Non-conformance to National Fire Protection Association standards.
- Non-conformance to regulations or generally accepted industry practices related to operating policy and procedures concerning the design, construction, security, leak detection, spill containment or fire protection.
- Exposure to hazardous chemicals in concentrations equal to or greater than the Emergency Response Planning Guideline (ERPG) 2 levels.

### 7.2 Environmental Setting and Impacts

As discussed in §4.2, pages 4.2-1 – 4.2-5, of the DSEIR for the CRP Area, the potential for hazards and hazardous materials impacts associated with the entire CRP Area was determined to be less than significant. Because the currently Proposed Project consists of a single warehouse facility that was included as part of the DSEIR for the CRP, hazards and hazardous materials impacts from the Proposed Project are within the scope of the larger project evaluated in the 2009 DSEIR for the CRP Area.

**7. a and b).** As discussed in Chapter 1, Subsection 1.5.1, several large scale releases, such as the Omega Chemical Corporation facility in Whittier, and the McKesson Chemical Corporation and the Angeles Chemical Company, Inc. facilities located in Santa Fe Springs, have resulted in regional groundwater impacts to the area, which includes the Proposed Project site. The Omega Chemical Corporation, a federal Superfund site being overseen by United States Environmental Protection Agency (U.S. EPA), has a groundwater plume known to extend over three miles. Additionally, the McKesson Chemical Corporation and the Angeles Chemical Company, Inc. facilities in Santa Fe Springs are being overseen by Department of Toxic Substances Control (DTSC). Chemicals of concern from these releases are perchloroethylene (PCE) (primary chemical of concern), trichloroethylene (TCE), and their breakdown products. TCE is a known breakdown product of PCE. Figure 4 in Chapter 1 depicts the regional PCE plume for the WRD Central Basin, and depicts a portion of the Proposed Project site as being within the regional groundwater contamination plume.

Due to historical land use activities and regional groundwater contamination associated with the area, several investigations of the Proposed Project site have been completed to document the presence or absence of contaminants in soil, soil gas, and groundwater beneath the Proposed Project site. Soil remediation activities and a human health screening evaluation have also been

## CHAPTER 2: ENVIRONMENTAL CHECKLIST

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completed for the Proposed Project site. These activities are being conducted under the supervision of the RWQCB and City of Santa Fe Springs Fire Department.

Former structures associated with the Proposed Project site that were targeted for investigation include USTs that stored gasoline and diesel fuel, several clarifiers associated with former manufacturing operations and collection of storm water, a former paint/steam cleaning area, a former maintenance shop, a former equipment storage area, a former mechanical pit, and surface stained areas. The two USTs and storm water clarifier have been removed from the site and targeted areas of soil contamination have been excavated and removed.

Recent soil gas sampling and laboratory analysis was conducted in February 2009. A total of 18 VOCs were detected in soil gas samples collected from beneath the Proposed Project site. A human health screening evaluation was completed using the maximum concentrations of chemicals detected in soil gas at five feet below ground and 15 feet below ground as exposure point concentrations. The results of the risk assessment indicate an incremental cancer risk below 10 per million which is typically considered acceptable for commercial development. The hazard quotient is also below the threshold level of 1.0. Therefore, remediation activities at the site have been successful. The SFSFD and RWQCB are currently reviewing the results of the soil gas survey. Final approval will be required prior to the commencement of any construction activities. Because of the remediation activities that have been implemented at the site, site contamination has or will be remediated to a level acceptable to the SFSFD and RWQCB, minimizing the potential to create a significant hazard or source of exposure to hazardous materials that existed at the site due to previous activities.

The Proposed Project would allow the development and operation of a warehouse facility. The specific business(es) that will be located in the proposed new buildings are unknown at this time. The operation of the warehouse is not expected to require the storage or handling of substantial quantities of hazardous or acutely hazardous materials, substances, or wastes. However, it is possible that hazardous materials would be utilized during the course of daily operations including paints and cleansers. The warehouse could also generated materials that would be considered hazardous waste.

It is likely that the types of business that will occupy the proposed warehouse will qualify as Conditionally Exempt Small Quantity Generators (CESQG), which are businesses that generate less than 27 gallons or 220 pounds of hazardous waste or 2.2 pounds of extremely hazardous waste per month. If businesses that use or store hazardous materials occupy the warehouse, the owners and operators would be required to comply with all applicable Federal, State, and local regulations to ensure proper use, storage and disposal of hazardous substances. With required regulatory compliance, the Proposed Project is not expected to pose a significant hazard to the public or environment through reasonable foreseeable upset and/or accident involving the release of a hazardous material. Should the use of hazardous materials be proposed on the site in the future, the use would be subject to standard policies and permitting procedures. Also, State, Federal and local laws strictly regulate the storage and use of hazardous materials. These regulations reduce potential impacts associated with storage and use of hazardous materials to less than significant levels.

## CHAPTER 2: ENVIRONMENTAL CHECKLIST

7. c). The schools closest to the Proposed Project site are the Aeolian Elementary School, located about one-third of a mile north, and the Los Nietos Middle School, located about one-third of a mile northwest of the Proposed Project site. The Proposed Project is not expected to emit hazardous emissions because warehouse facilities are not large generators and do not tend to use or generate substantial quantities of hazardous materials. Therefore, the potential for hazardous emissions, or the handling of hazardous or acutely hazardous materials (as discussed in 7 a and b above) is considered to be less than significant.

7. d). The Proposed Project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Contamination and potential impacts associated with contamination at the Proposed Project site were determined to be less than significant as discussed in 7 a and b above.

7. e and f). The Proposed Project site is not located within an airport land use plan or within two miles of a public or private airstrip. Therefore, implementation of the proposed project will not create a safety hazard for people living or working in the project area.

7. g). The Proposed Project site is currently zoned for heavy manufacturing land uses and the Proposed Project will continue the use of the site for these purposes. The proposed warehouse will be constructed within the confines of the existing property boundaries and will not impair or physically interfere with an adopted emergency response or evacuation plan. As a condition of approval, the owner/operator will be required to provide a new site plan to the City's Fire Marshal to show that adequate access for emergency fire equipment will be provided.

7. h) The Proposed Project site is located in an industrial and highly urbanized area of the City that is not located near any wildlands. There are no wildlands near or adjacent to the Proposed Project site. Therefore, no significant risk associated with wildland fires will occur due to implementation of the Proposed Project.

### 7.3 Mitigation Measures

No mitigation measures are required and hazard impacts associated with the Proposed Project are expected to be less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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## VIII. HYDROLOGY AND WATER QUALITY

Would the project:

a) Violate any water quality standards or waste discharge requirements? ☐ ☐ ☐ ☒

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- |                                                                                                                                                                                                                                                                                                                                                                                             |                          |                          |                          |                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?                                                                                                                                                             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?                                                                                                                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?                                                                                                                                                                                                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Otherwise substantially degrade water quality?                                                                                                                                                                                                                                                                                                                                           | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?                                                                                                                                                                                                                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?                                                                                                                                                                                                                                                                                          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?                                                                                                                                                                                                                          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow?                                                                                                                                                                                                                                                                                                                                               | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

## 8.1 Significance Criteria

Potential impacts on water resources will be considered significant if any of the following criteria apply:

- **Water Quality:**

- The project will cause degradation or depletion of groundwater resources substantially affecting current or future uses.
- The project will cause the degradation of surface water substantially affecting current or future uses.
- The project will result in a violation of National Pollutant Discharge Elimination System (NPDES) permit requirements.
- The capacities of existing or proposed wastewater treatment facilities and the sanitary sewer system are not sufficient to meet the needs of the project.
- The project results in substantial increases in the area of impervious surfaces, such that interference with groundwater recharge efforts occurs.
- The project results in alterations to the course or flow of floodwaters.

- **Water Demand:**

- The existing water supply does not have the capacity to meet the increased demands of the project, or the project would use a substantial amount of potable water.

## 8.2 Environmental Setting and Impacts

As discussed in §4.1, pages 4.1-1 – 4.1-9, of the DSEIR for the CRP Area, the potential for hydrology and water quality impacts associated with the entire CRP Area was determined to be less than significant. Because the currently Proposed Project consists of a single warehouse facility that was included as part of the DSEIR for the CRP, hydrology and water quality impacts from the Proposed Project are within the scope of the larger project evaluated in the 2009 DSEIR for the CRP Area.

**8. a and f). Water Quality:** The federal Clean Water Act (CWA) sets the framework for regulating discharges into waters of the United States. The Act requires states to set and adopt water quality standards for surface water contaminants. In California the State Water Resources Control Board (SWRCB), administers CWA requirements through nine Regional Boards statewide. Santa Fe Springs is located within the jurisdiction of Region 4 of the RWQCB and under State Regulations. The Regional Boards regulate 'point source' discharges (from a specific location) and 'non-point source' discharges (from diffuse sources). Regulation occurs through issuance of either NPDES permits (which are updated every five years), or Waste



Discharge Requirements (WDRs). Each Permit contains effluent limitations that ensure the protection of the quality of the receiving waters.

The Proposed Project could generate an estimated 2,700 gallons of wastewater per day based on sewage generation factors for industrial facilities. The 108,500 square foot building would be estimated to generate about 25 gallons of wastewater per 1,000 square feet of office space or about 2,700 gallons per day (COSFS, 2009). Wastewater generated by the proposed new warehouse is expected to be limited to sanitary waste. The sewer services are currently provided to the adjacent warehouse and the existing site contains sewer services as previous buildings on the site were discharged to the sewer. The Proposed Project could generate an estimated 2,700 gallons of wastewater, which will be treated by the local wastewater treatment plant. If the tenant of the Proposed Project generates industrial wastewater, the facility will be required to obtain an Industrial Wastewater Discharge Permit. Permit applications are reviewed by the Los Angeles County Sanitation District (LACSD) to determine if pretreatment equipment is required and, if so, the appropriate equipment is used to meet applicable discharge limits. The warehouse facilities will be required to comply with the discharge limits in its Wastewater Discharge Permit so no significant water quality impacts are expected.

Water quality associated with storm water runoff is discussed in 8c, d, and e below.

**8. b). Groundwater:** Santa Fe Springs is located in the Coastal Plain of the Los Angeles Groundwater Basin Central Subbasin (the 'Central Basin'), which occupies much of the southeastern part of the Coastal Plain and is one of 15 major groundwater basins in the Metropolitan Water District of Southern California (MWD). This subbasin occurs in Holocene- and Pleistocene-age sediments at relatively shallow depths. The basin is historically divided into two forebays (Los Angeles and Montebello) and four pressure areas. Much of the subbasin aquifers are confined. The main freshwater-bearing sediments are in the Holocene alluvium and the Pleistocene Lakewood and San Pedro formations. A near-surface aquaclude restricts vertical percolation through much of the subbasin, causing semiperched groundwater conditions. Historically, groundwater flow has been from recharge areas in the northeast toward the Pacific Ocean on the southwest.

Groundwater flow within the subbasin is restricted by many faults, folds and uplifted basement materials that act as partial barriers to groundwater movement. Basin recharge occurs through direct precipitation, stream flows, applied, water and surface and subsurface flows. Natural replenishment is mainly through surface inflow from San Gabriel Valley through the Whittier Narrows; natural percolation sources have been restricted by area development and paving of the surface lands above the forebay. Artificial recharge occurs in the Montebello Forebay and in the San Gabriel River spreading grounds using imported water. Saltwater intrusion is a problem in areas where recent or active river systems have eroded through uplift of the Newport Inglewood fault system. The Central Basin Municipal Water District (CBWMD) combats this by injecting water through a series of wells along the Alamitos Gap; the injected supplies create a mound of water that acts as a barrier to seawater intrusion. CBWMD is the agency responsible for providing imported water to the City of Santa Fe Springs.

As discussed in Chapter 1, Subsection 1.5.1, and Chapter 2, Subsection 7.2, regional groundwater in the vicinity of the Proposed Project site has been contaminated by several large scale releases from industrial sites including the Omega Chemical Corporation facility, the McKesson Chemical Corporation, and the Angeles Chemical Company, Inc. facilities, as well as other industrial activities. The proposed warehouse facility is not expected to require the storage of large quantities of hazardous materials or the construction underground storage tanks, pipelines, or other similar structures. Therefore, the Proposed Project is not expected to further contribute to groundwater contamination.

The Proposed Project is not expected to substantially reduce groundwater supplies or affect groundwater recharge to the point of depreciating the local groundwater table level or aquifer volume. The land use of the site will remain industrial and this use was taken into account in the planned growth of the water system as outlined in the City's 2005 Urban Water Management Plan. The Proposed Warehouse Facility will not consume large quantities of water. Therefore, the estimated water use associated with the Proposed Project is about 2,700 gallons per day. Water primarily will be used for drinking water purposes, sanitary sewer, and landscape irrigation. Imported water represents roughly 43 percent of current and future water supplies, groundwater represents roughly 46 percent of current and future supply, and the balance is met through recycled water (COSFS, 2009). Therefore, no significant increase in use of groundwater is expected within the City due to the proposed project or other uses. It is expected that all water use can be accommodated by existing utilities operated by the MWD and CBMWD. No significant increase in water consumption and no significant decrease in groundwater supplies is expected due to the Proposed Project.

**8. c, d, and e). Storm Water:** Construction activities have the potential to cause soil erosion, generate polluted storm water runoff, lead to sedimentation, and impact the quality of surface drainages, as well as beneficial uses in surface drainages and areas downstream from the City within the San Gabriel River watershed. Construction projects greater than one acre are subject to the statewide General Construction Activity Storm Water Permit requirements.

The potential for storm water pollution would also apply to runoff following the completion of construction, particularly in light of the industrial character of this project area. The number and scope of potential redevelopment improvements within the CRP Area indicates that the potential for adverse storm and surface water improvements would extend over a large area.

As part of the statewide general permits for industrial and construction storm water discharges, facilities are required to (a) complete and file a Notice of Intent with the State Board, (b) eliminate or reduce non-storm water discharges to water courses and sewer systems, (c) develop and implement a Storm Water Pollution Prevention Plan (SWPPP), and (4) inspect pollution prevention measures. The permit requires use of Best Management Practices (BMPs) that include a wide range of preventive activities. BMP objectives for long-term industrial and commercial activities include two main groups: source controls and treatment controls. Source controls prevent contact between the pollutant source and storm water, and treatment controls treat the storm water after contact to remove pollutants. The SWPPP would detail the treatment measures and BMPs to control pollutants and an erosion control plan that outlines erosion and sediment control measures that would be implemented during the construction and post-

construction phases of project development. In addition, the SWPPP would include construction-phase housekeeping measures for control of contaminants such as petroleum products, paints and solvents, detergents, fertilizers, and pesticides. It would also describe postconstruction BMPs to reduce pollutant loadings in runoff once the site is occupied, set forth procedures for BMP monitoring, maintenance schedules, and responsible entities during the construction and post-construction phases. Compliance with the above mandatory regulations would reduce project impacts on storm water drainage to less than significant levels.

The City also participates in watershed advocacy efforts. The program incorporates use of various storm water diversion features including medians and landscaping. Since adopting Ordinance No. 653 in 1984, the City has required that all new development applications be accompanied by a drainage plan that incorporates hydrology studies prepared by a registered Civil Engineer. The City Engineer prior to issuance of any grading or building permits must approve the plan. The plan review process includes compliance with requirements set forth in the area-wide NPDES permit.

The Proposed Project will occur within the confines of a warehouse facility site that has been graded and largely paved or covered with buildings. The proposed new warehouse and parking area will be built over already graded and paved areas. The new warehouse will be built over the existing area consisting of an office building (to be demolished) and a parking area which have already been graded. Therefore, the Proposed Project is not expected to result in an increase in impervious surfaces, result in an increase surface water runoff, alter an existing drainage pattern at the existing site or interfere with groundwater recharge efforts.

There are no streams or rivers in the immediate vicinity of the existing warehouse facility site. Therefore, the construction of the Proposed Project within the existing warehouse facility site is not expected to have a significant impact to drainages or alter a stream or river.

**8. g, h, and i). Flooding:** The Los Angeles County Dept. of Public Works Flood Control District (LAFCD) has jurisdiction over major drainage and flood control improvements in Santa Fe Springs, and maintains numerous regional storm drains and flood control channels for this purpose. These regional improvements are complemented by local storm drain improvements provided by the City and generally designed for maximum 10-year storm flows.

The Proposed Project site is not located within the 100-year flood hazard zone as designated on the current Flood Insurance Rate map published by the Federal Emergency Management Agency. The site is located within Flood Zone C, which is designated as an area of minimal flooding. Because no housing developments are proposed on the subject site, the Proposed Project will not place housing within or increase exposure of people to flood hazards. Further no impedance or redirection of flood flow will occur with respect to structures that are part of the Proposed Project. Impacts associated with flood exposure associated with the Proposed Project are therefore less than significant, and no mitigation is required for this effect.

**8 j).** Based on the topography and/or site elevations in relation to the ocean, the Proposed Project is not expected to result in an increased risk of seiche, tsunami or mud flow hazards.

### 8.3 Mitigation Measures

The Proposed Project is required to comply with existing rules and regulations that reduce the Hydrology and Water Quality Impacts to less than significant, including Construction Storm Water Pollution Prevention Plans, Industrial and Commercial Storm Water Pollution Prevention Plans, SWPPP Monitoring, and Discharge Permits. As these plans and permits are requirements for the Proposed Project, no additional mitigation measures are required and impacts from the Proposed Project are expected to be less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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## IX. LAND USE AND PLANNING

Would the project:

- |                                                                                                                                                                                                                                                                                                          |                          |                          |                          |                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community?                                                                                                                                                                                                                                                           | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to a general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan?                                                                                                                                                                                                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### 9.1 Significance Criteria

Land use and planning impacts will be considered significant if the project conflicts with the land use and zoning designations established by the City of Santa Fe Springs.

### 9.2 Environmental Setting and Impacts

As discussed in §4.5, pages 4.5-1 through 4.5-12, of the DSEIR for the CRP Area, the potential for land use and planning impacts associated with the entire CRP Area was determined to be less than significant. Because the currently Proposed Project consists of a single warehouse facility that was included as part of the DSEIR for the CRP, land use and planning impacts from the Kekropia Inc. Warehouse Development Project are within the scope of the larger project evaluated in the 2009 DSEIR for the CRP Area.

**9. a, b, and c)** Land uses within the City of Santa Fe Springs have been shaped by the City's history as California's largest oil producing region during the 1920s. The oil boom spawned a wide range of oil-related industries including drilling, metalworking, pipe fitting, storage depots,

## CHAPTER 2: ENVIRONMENTAL CHECKLIST

transportation warehouses and eventually refineries and oil tanker construction and supplies. Much of the business development in Santa Fe Springs between 1920 and 1950 was related to the oil industry. After 1950, much of the oil had been extracted and land became available for emerging industries, commercial services and residential development.

The City Santa Fe Springs remains predominantly industrial in nature today, but is home to a wide range of land uses. Most of the City's land uses are currently built out and the City anticipates that land uses will remain stable in the years ahead (COSFS, 2009).

The Proposed Project is located within the boundaries of an existing industrial site. The immediate area surrounding the Proposed Project site is currently developed as either industrial, commercial or residential land use. The warehouse facility site is currently zoned Heavy Manufacturing (M-2) by the City of Santa Fe Springs, which allows warehouse facilities among the permitted uses. The Proposed Project would not alter the present or planned land uses, and is consistent with the type and character of land uses designated for the site and surrounding area by the City of Santa Fe Springs General Plan. The Proposed Project would be consistent with applicable policies from the City of Santa Fe Springs General Plan. No significant adverse land use impacts are expected due to development of the Proposed Project.

No new property will be acquired for the warehouse facility site and there will be no division of established communities. Additionally, the Proposed Project is not expected to conflict with local habitat conservation plans or natural community conservation plans, as the site of the Proposed Project is located within an industrial site. The Proposed Project will not trigger changes in the current zoning designations at the Proposed Project site. Based on these considerations, no significant adverse impacts to established residential or natural communities, or habitat conservation plans are expected.

### 9.3 Mitigation Measures

No significant adverse impacts to land use are expected to occur as a result of construction or operation of the Proposed Project. Therefore, no mitigation is necessary or proposed.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. MINERAL RESOURCES</b>				
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 10.1 Significance Criteria

Project-related impacts on mineral resources will be considered significant if any of the following conditions are met:

- The project would result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
- The proposed project results in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

### 10.2 Environmental Setting and Impacts

10. a and b) No mines or quarries are known to exist on or near the Proposed Project site. No mining operations exist in the vicinity of the site. The site does not contain known mineral resources, therefore, no significant impacts on mineral resources are expected.

### 10.3 Mitigation Measures

No significant adverse impacts to mineral resources are expected to occur as a result of construction, or operations, so no mitigation measures are required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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## XI. NOISE

Would the project:

a) Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose persons to or generate of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- |                                                                                                                                                                                                                                           |                          |                          |                                     |                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?                                                                                      | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) Be located within the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?                                                                                              | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

### **11.1 Significance Criteria**

Impacts on noise will be considered significant if:

- Construction noise levels exceed the City of Santa Fe Springs noise ordinance or, if the noise threshold is currently exceeded, project noise sources increase ambient noise levels by more than three decibels (dBA) at the site boundary. Construction noise levels will be considered significant if they exceed federal Occupational Safety and Health Administration (OSHA) noise standards for workers.
- The proposed project operational noise levels exceed any of the local noise ordinances at the site boundary or, if the noise threshold is currently exceeded, project noise sources increase ambient noise levels by more than three dBA at the site boundary.

### **11.2 Environmental Setting and Impacts**

As discussed in §4.10, pages 4.10-1 through 4.10-5, of the DSEIR for the CRP Area, the potential for noise impacts associated with the entire CRP Area was determined to be less than significant. Because the currently Proposed Project consists of a single warehouse facility that was included as part of the DSEIR for the CRP, noise impacts from the Proposed Project are within the scope of the larger project evaluated in the 2009 DSEIR for the CRP Area.

**11. a, b, c, and d).** The ambient noise environment in the project vicinity is composed of contributions from commercial and residential sources, primarily traffic. Construction activity for the new warehouse and parking area will produce noise as a result of operation of construction equipment. Noise levels for typical construction equipment ranges from about 72 to 92 decibels (dBA). The construction equipment will include weld machines, dozers, front end loaders, drum rollers, trucks, and cranes. The estimated noise level during construction is expected to be an average of about 80 dBA at 50 feet from the center of construction activity. The construction activities that generate noise will be carried out during daytime from Monday

to Friday. In accordance with §155.425 of the Santa Fe Springs Municipal Code, construction related activities are exempt from noise regulations provided the activities take place during the hours of 7 a.m. to 7 p.m.

Because of the nature of the construction activities, the types, number, operation time and loudness of construction equipment will vary throughout the construction period. Construction noise sources will be temporary and will cease following construction activities. Average noise levels along arterial segments range from about 67 to 72 dBA (COSFS, 2009). Noise levels at the closest residential area are not expected to significantly increase during construction activities over background noise levels in the residential areas and construction activities will be avoided during the nighttime hours (7 p.m. to 7 a.m.). The background noise levels in the adjacent residential areas are dominated by traffic noise along Norwalk Boulevard and Slauson Avenue, and noise for the other commercial and industrial facilities that dominate the land use in the immediate areas surrounding the Proposed Project. Noise impacts associated with the Proposed Project construction activities are expected to be less than significant.

The operational noise impacts are expected to be similar to existing noise levels and mostly associated with additional traffic. A doubling of traffic along a street is generally required to increase the noise levels by 3 dBA. The Proposed Project would add about 536 trips per day, spread throughout the day. The peak traffic associated with the Proposed Project is estimated to be 73 trips per hour. Traffic along Norwalk Boulevard is about 8,500 vehicles during peak hour. The increase in traffic is less than 0.9 percent so that no significant increase in noise associated with project-related traffic is expected. Traffic noise levels resulting from area growth were evaluated in the DSEIR for the CRP Area and were determined to be less than significant. The increase in noise associated with the development in the CRP Area, which included cumulative traffic-related, as well as the Proposed Project, are considered to be less-than-significant (COSFS, 2009).

Current site use is heavy manufacturing. As discussed above, the major source of noise is expected to be associated with traffic. On-site noise sources are expected to be limited to traffic loading and activities within the confines of the warehouse facilities. On-site noise sources are not expected to be audible to nearby residents and are considered less than significant.

**11. e and f)** The existing warehouse site is not located within an airport land use plan or within the vicinity of a private airstrip. Further, the Proposed Project is not located within the normal flight pattern of an airport. Thus, the Proposed Project would not expose people to additional noise from airports.

### **11.3 Mitigation Measures**

No significant adverse noise impacts to noise levels are expected to occur as a result of construction or operation of the Proposed Project. Therefore, no mitigation measures are necessary or proposed.



	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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## XII. POPULATION AND HOUSING

Would the project:

- |                                                                                                                                                                                           |                          |                          |                          |                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g. through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?                                                              | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?                                                                              | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### 12.1 Significance Criteria

The impacts of the proposed project on population and housing will be considered significant if the following criteria are exceeded:

- The demand for temporary or permanent housing exceeds the existing supply.
- The proposed project produces additional population, housing or employment inconsistent with adopted plans either in terms of overall amount or location.

### 12.2 Environmental Setting and Impacts

As discussed in §4.6, pages 4.6-1 through 4.6-3, of the DSEIR for the CRP Area, the potential for population and housing impacts associated with the entire CRP Area was determined to be less than significant. Because the currently Proposed Project consists of a single warehouse facility that was included as part of the DSEIR for the CRP, population and housing impacts from the Proposed Project are within the scope of the larger project evaluated in the 2009 DSEIR for the CRP Area.

**12. a, b, and c)** Santa Fe Springs is located in Los Angeles County, which is part of the six county Southern California Association of Governments (SCAG) region that also includes Orange, Riverside, Ventura, San Bernardino and Imperial counties. Each of these counties experienced significant growth between the years 1990-2000, with a minimum growth rate of 12 percent in all but Los Angeles County (7.4 percent). During that period, Santa Fe Springs'

growth tracked that of the larger SCAG region, increasing by 12.4 percent from 15,520 in 1990 to 17,438 in 2000. The pace of growth has abated since 2000, with a 2005 population of 17,867 (representing a growth rate under 2.5 percent). In its 2005 *Urban Water Management Plan*, the City anticipates that growth will pick up slightly in future years (though not to levels seen between 1990 - 2000) as evidenced by the forecast of a 2030 build-out population of 21,326. SCAG has recently adopted its 2008 Growth Forecast for the SCAG region and cities. Table 5 presents the 2008 Draft Regional Transportation Plan (RTP) growth forecasts for population, housing and employment in the County of Los Angeles and the City of Santa Fe Springs from 2005 through 2035 (COSFS, 2003).

Construction and operational activities associated with the Proposed Project are not expected to involve the relocation of individuals, impact housing or commercial facilities, or change the distribution of the population because the Proposed Project will occur completely within an existing industrial facility. Additional construction workers will be required for construction of the new warehouse building. In addition, the operation of the new warehouse facility is expected to create about 40 to 50 additional permanent workers at the facility. Both the construction workers and permanent workers are expected to come from the large labor pool in southern California (see Table 5). The proposed project is not expected to result in population growth, directly or indirectly induce the construction of single- or multiple-family units, or require the displacement of people or housing elsewhere in the City.

TABLE 5

SCAG Growth Forecasts for the County and City, 2005 – 2035

L.A. County Forecasts	2005	2010	2020	2030	2035	Growth Rate 2005 – 2035 (%)
Population	10,206,000	10,615,700	11,329,800	12,015,900	12,338,600	20.9
Households	3,212,400	3,357,800	3,666,600	3,906,900	4,003,500	24.6
Employment	4,397,000	4,552,400	4,754,700	4,946,400	5,041,200	14.7
Santa Fe Springs Forecasts	2005	2010	2020	2030	2035	Growth Rate 2005 – 2035 (%)
Population	17,800	18,800	20,400	21,900	22,600	27.0
Households	4,100	4,200	5,700	6,100	6,300	53.7
Employment	50,000	50,400	51,000	51,500	51,800	3.6

Source: COSFS, 2009

### 12.3 Mitigation Measures

Relative to population and housing, no mitigation measures are required for the construction or operation of the project since no significant adverse impacts to population and housing are expected.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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### XIII. PUBLIC SERVICES

Would the project:

- a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 13.1 Significance Criteria

Impacts on public services will be considered significant if the project results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response time or other performance objectives.

#### 13.2 Environmental Setting and Impacts

As discussed in §4.11, pages 4.11-1 through 4.11-5, of the DSEIR for the CRP Area, the potential for public services impacts associated with the Proposed Project for the entire CRP Area was determined to be less than significant. Because the currently Proposed Project consists of a single warehouse facility that was included as part of the DSEIR for the CRP, public services impacts from the Proposed Project are within the scope of the larger project evaluated in the 2009 DSEIR for the CRP Area.

**13. a)** The Santa Fe Springs Fire Department– Rescue provides a variety of emergency services to the resident community and business population in an area of approximately nine square miles, which includes the Proposed Project site. The SFSFD consists of three Divisions, and provides fire suppression, emergency medical services, hazardous materials response, urban search and rescue, plan check, inspections, public education, as well as determining fire cause and investigating suspicious fires. The Operations Division is the largest division and operations

four fire stations throughout the City. The Operations Division responds to all fire, medical aid, and hazardous materials incidents, over 3,100 calls for service per year, with a 90 percent arrival time within five minutes (COSFS, 2009).

The Proposed Project will be built at an existing warehouse facility site where public services including fire protection are already provided by the City. The SFSFD has been involved in oversight of remediation activities as the existing site. Active remediation activities will be complete prior to the start of construction activities at the Proposed Project site; however, ongoing groundwater monitoring will continue in the area. None of the proposed buildings or facilities associated with the Proposed Project will be constructed beyond the boundaries of the existing warehouse facility site. Additionally, no additional fire services or personnel are expected to be required to provide service once the Proposed Project is complete. The SFSFD makes routine safety inspections on an annual basis to look for and prevent fire hazards. Therefore, no significant adverse impacts to fire services are expected due to development of the Proposed Project at the warehouse facility site.

Police services at the Proposed Project site are currently provided by the Santa Fe Springs Department of Police Services (DPS). The DPS is staffed by both city personnel and officers from the City of Whittier Police Department (WPD), who provide services to Santa Fe Springs under contract. The police services contract between the two cities provides for a specified number of WPD officers on patrol, and the DPS has the ability to request an increased level of service. Thirty-four sworn officers and seven civilian employees of the WPD are currently assigned to serve Santa Fe Springs (COSFS, 2009).

The Proposed Project is being developed to provide additional warehousing facilities and activities within the confines of the existing industrial property. The Proposed Project is not expected to generate significant population growth into the area. A total of 40 to 50 new employees are expected to be required to operate the new warehouse facilities. New employees are expected to come from the existing labor pool. Additional police service is not expected to be required to service the new warehouse facilities. Therefore, no significant impacts on police services are expected due to construction of the Proposed Project (COSFS, 2009).

The City of Santa Fe Springs has five public and three private schools serving 6,452 students (COSFS, 2009). The Proposed Project is expected to require 40 to 50 additional employees. With over 17,000 residents currently residing in the City, the number of school age children who might move into the school district will be less than significant, and no direct impact on school siting or utilization would occur as a result of the Proposed Project. Project impacts on school facilities are considered less than significant.

Library services in the vicinity of the Proposed Project are provided by the Santa Fe Springs City Library. The Library provides qualified staff, materials, and services in a variety of formats to meet the personal, educational, and professional needs of two diverse groups within the community. The Library is the cultural center of the City and takes a leadership role in exposing children and young adults to fine arts and humanities. The Santa Fe Springs City Library is located on the corner of Telegraph Rd. and Alburtis Ave., in the City's Town Center Plaza, and is open to serve the community various hours on Monday through Saturday. The Proposed Project

is not expected result in a significant increase in population into the area that would require additional library resources. Therefore, no significant impacts to library services are expected due to the Proposed Project.

### 13.3 Mitigation Measures

Because no significant impacts to public services are expected as a result of the Proposed Project, no mitigation is necessary or proposed.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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## XIV. RECREATION

Would the project:

- |                                                                                                                                                                                              |                          |                          |                          |                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### 14.1 Significance Criteria

The impacts to recreation will be considered significant if:

- The project results in an increased demand for neighborhood or regional parks or other recreational facilities.
- The project adversely effects existing recreational opportunities.

### 14.2 Environmental Setting and Impacts

As discussed in §4.14, pages 4.14-1 through 4.14-4, of the DSEIR for the CRP Area, the potential for recreation impacts associated with the entire CRP Area was determined to be less than significant. Because the currently Proposed Project consists of a single warehouse facility that was included as part of the DSEIR for the CRP, recreation impacts from the Proposed Project are within the scope of the larger project evaluated in the 2009 DSEIR for the CRP Area.

**14. a and b)** A number of City parks are located near the Proposed Project site. The most prominent park near the Proposed Project is Los Nietos Park. The City of Santa Fe Springs has a combined total of 149 acres of land devoted to parks and open space. The majority of this land,

approximately 63 percent, is contained in joint-use school/park facilities. The joint-use sites are primarily located in the western part of the City near a majority of the residential neighborhoods. The City also has approximately 48 acres of land in parks and 10 acres of community and cultural sites located throughout the City.

In combination, these facilities represent about 9 acres of recreational land for every 1,000 residents. This number is at the high end of the ratio of 6.5/10.5 acres per 1,000 residents recommended by the National Recreation and Parks Association. The standard prescribed by SCAG is 4 acres per 1,000 residents. Therefore, adequate recreational activities are available in the City of Santa Fe Springs.

The number of new employees expected to operate the new warehouse facility is expected to be between 40 to 50 people. These additional employees would likely come from the existing labor pool within the southern California area, but could come from outside of the City, in which case it is possible a few new residents could move to the City as a result of the Proposed Project. Nonetheless, the number of new residents that might move into the City would have a minimal effect on the ratio of recreational acres available per 1,000 residents, and have no significant impact at any existing parks or recreational facilities.

### 14.3 Mitigation Measures

No significant adverse impacts to recreational resources are expected to occur as a result of construction or operation of the Proposed Project. Therefore, no mitigation is necessary or proposed.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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## XV. TRANSPORTATION/TRAFFIC

Would the project:

- |                                                                                                                                                                                                                                                                                |                          |                          |                                     |                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Cause, either individually or cumulatively, exceedance of a level-of-service standard established by the county congestion management agency for designated roads or highways?                                                                                              | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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- |                                                                                                                                                                 |                          |                          |                          |                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards because of a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access?                                                                                                                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Result in inadequate parking capacity?                                                                                                                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### 15.1 Significance Criteria

The impacts on transportation/traffic will be considered significant if any of the following criteria apply:

- Peak period levels on major arterials are disrupted to a point where level of service (LOS) is reduced to E or F for more than one month.
- An intersection's volume to capacity ratio increase by 0.01 (one percent) or more when the existing LOS is already E or F.
- An intersection's volume to capacity ratio increase by 0.03 (three percent) or more when the existing LOS is D.
- An intersection's volume to capacity ratio increase by 0.04 (four percent) or more when the existing LOS is C.
- A major roadway is closed to all through traffic, and no alternate route is available.
- The demand for parking facilities is substantially increased.
- Water-borne, rail car or air traffic is substantially altered.
- Traffic hazards to motor vehicles, bicyclists or pedestrians are substantially increased.

## **15.2 Environmental Setting and Impacts**

As discussed in §4.8, pages 4.8-1 through 4.8-6, of the DSEIR for the CRP Area, the potential for traffic/transportation impacts associated with the entire CRP Area was determined to be less than significant. Because the currently Proposed Project consists of a single warehouse facility that was included as part of the DSEIR for the CRP, traffic/transportation impacts from the Proposed Project are within the scope of the larger project evaluated in the 2009 DSEIR for the CRP Area.

**15 a and b).** Regional access to the CRP Area is provided by the San Gabriel River Freeway (I-605) and the Santa Ana Freeway (I-5). The I-5 Freeway runs along the southwest boundary of the City, and is intersected by the I-605 Freeway near the west side of the City. Local access is provided to the Proposed Project site primarily by two arterials, Slauson Avenue and Norwalk Boulevard.

**Slauson Avenue** is a six-lane divided east-west major arterial providing regional access through the City. Major arterials are designed to handle about 45,000 average daily trips. Slauson Avenue extends for many miles to the west, and continues through Santa Fe Springs to Santa Fe Springs Road, where it becomes Mulberry Drive. Slauson Avenue has an interchange with the I-605 Freeway near the west City boundary. Within the project area, Slauson provides three travel lanes in each direction, left-turn pockets at intersections, and a posted speed limit of 45 miles per hour (mph).

**Norwalk Boulevard** is a four-lane divided north-south major arterial that extends through the project area and continues through adjacent cities to the north and south. Within the project area, Norwalk Boulevard provides two travel lanes in each direction with a painted median and a posted speed limit of 35 mph.

The Congestion Management Program (CMP), implemented by the Los Angeles County Metropolitan Transportation Authority (LACMTA), requires that the traffic impact of individual development projects of potential regional significance be analyzed on CMP intersections. The CMP system is made up of a system of arterial roadways, freeways, and monitoring intersections in Los Angeles County. The I-605 Freeway, I-5 Freeway, and Whittier Boulevard (SR-72) are designated CMP routes in the vicinity of the City of Santa Fe Springs included in the Los Angeles County CMP. There are no CMP monitoring intersections in the City of Santa Fe Springs. Therefore, the Proposed Project would not add 50 peak hour trips to CMP monitored intersections, and no further CMP analysis is required.

The operating characteristics of an intersection are defined in terms of the LOS, which describes the quality of traffic flow based on variations in traffic volume and other variables such as the number of signal phases. Intersections rated at LOS A to C operate well. Level C normally is taken as the design level in urban areas outside a regional core. Level D typically is the level for which a metropolitan area street system is designed. Level E represents volumes at or near the capacity of the highway which will result in possible stoppages of momentary duration and fairly unstable traffic flow. Level F occurs when a street is overloaded and is characterized by stop-and-go (forced flow) traffic with stoppages of long duration.



Peak hour LOS analyses were developed for intersections in the vicinity of the Proposed Project (see Table 6). Traffic counts, including turn counts, were used to determine the existing traffic in the Santa Fe Springs area. The LOS analysis indicates typical urban traffic conditions in the area surrounding the Proposed Project site, with intersections operating at various levels (LOS B through E) during morning and evening peak hours. The intersection of Pioneer Boulevard/Slauson Avenue operates at LOS E during the morning peak hour and operates at LOS C during the evening peak hour. LOS analysis indicates typical urban traffic conditions at the other intersections.

**TABLE 6**  
**2010 Traffic Impacts Level of Service**  
**Analysis and Volume-To-Capacity Ratios**

INTERSECTION	BASELINE <sup>(1)</sup>		IMPACTS		
	A.M. LOS	Peak Hour V/C	A.M. LOS	Peak Hour V/C	Change in V/C
Pioneer Boulevard/Slauson Avenue	E	0.913	E	0.914	0.001
Norwalk Boulevard/Slauson Avenue	D	0.855	D	0.858	0.003
Santa Fe Springs Road/Slauson Avenue	C	0.709	C	0.712	0.003
INTERSECTION	BASELINE <sup>(1)</sup>		IMPACTS		
	P.M. LOS	Peak Hour V/C	P.M. LOS	Peak Hour V/C	Change in V/C
Pioneer Boulevard/Slauson Avenue	C	0.797	C	0.798	0.001
Norwalk Boulevard/Slauson Avenue	D	0.842	D	0.849	0.007
Santa Fe Springs Road/Slauson Avenue	B	0.660	B	0.662	0.001

Notes: V/C = Volume-to-capacity ratio (capacity utilization ratio); LOS = level of service  
See Appendix B for details on traffic analyses.

Traffic-related impacts associated with the Proposed Project are not expected to change the LOS at any local intersection, i.e., the LOS at the Pioneer Boulevard/Slauson Avenue intersection is currently LOS E and is expected to remain LOS E following project operation. The volume to capacity impacts at all local intersections is less than one percent, therefore, no significant adverse traffic impacts are expected.

Traffic analyses prepared in the DSEIR for the CRP Area (COSFS 2009) indicted that cumulative traffic conditions associated with redevelopment may result in significant traffic impacts at a number of intersections including the intersections of Slauson Avenue/Pioneer Boulevard (PM) and at Slauson Avenue/Norwalk Boulevard (PM). Suggested mitigation measures to minimize cumulative traffic impacts include the following:

# Memorandum



DEPARTMENT OF PLANNING AND DEVELOPMENT

**TO:** Paul Ashworth, Wayne Morrell, ~~Bill Murphy~~, Tom Hall, Tom Lopez,  
Fernando Tarin.

**From:** Cuong Nguyen, Associate Planner

**Date:** June 24, 2009

**RE:** Proposed CEQA document – El Greco

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To all,

Attached is the proposed CEQA document for the El Greco project at 11630-11700 Burke Street. The applicant, Kekropia Inc., recently hired Environmental Audit, Inc. (EAI) to prepare the necessary CEQA documents. Upon review and analysis of the project, EAI has prepared the following attached Initial Study / Draft Mitigated Negative Declaration.

Typically, the Planning Department staff is responsible for reviewing these documents. However, as a courtesy, I have forwarded a copy of the proposed documents for each of you to review (if you choose) since some of the environmental factors analyzed in the document involved concerns from your respective departments (i.e. geology and soils, Hazardous and Hazardous Materials, Hydrology and Water Quality, Public Services, Transportation and Traffic, etc.).

It is my intent to provide the applicant with comments on the proposed CEQA documents on Thursday, July 9, 2009. Please send me your comments on or before that date.

Call me at should you have any questions.

A handwritten signature in cursive script, reading "Cuong Nguyen", is positioned above the typed name.

Cuong Nguyen  
Associate Planner  
(562) 868-0511 ext. 7359



- Slauson Avenue/Pioneer Boulevard: Stripe the northbound and southbound approaches to provide exclusive right-turn lanes. This improvement will require restricting on-street parking on the northbound and southbound approaches of the intersection.
- Slauson Avenue/Norwalk Boulevard: Stripe the northbound approach to provide an exclusive right-turn lane. This improvement will require restricting on-street parking on the northbound approach of the intersection.

Although the Proposed Project traffic impacts are less than significant, to mitigate the potential for cumulative impacts, the Proposed Project may be subject to fair-share traffic mitigation fees to implement the above (or equivalent) mitigation measures.

**15. c)** The Proposed Project involves the construction of a new warehouse and adjacent parking. The Proposed Project will not involve the delivery of materials via air so no increase in air traffic is expected.

**15. d)** The Proposed Project includes a new warehouse and adjacent parking at an existing warehouse facility site. No additional roads are required to accommodate the Proposed Project, so that no hazardous features (sharp curves or dangerous intersections) are expected to occur as part of the Proposed Project to the existing warehouse facility site.

**15. e)** The Proposed Project includes a new warehouse and adjacent parking at an existing warehouse facility site. No additional roads or access points are required to accommodate the Proposed Project, so the Proposed Project is not expected to diminish or interfere with emergency access to the warehouse facility site or other adjacent land uses.

**15. f)** Adequate parking (*50 spaces*) is being provided as part of the Proposed Project so that sufficient parking has been designed to accommodate the warehouse facility and office building. Sufficient parking is expected to be available at the warehouse facility site. Therefore, no significant impact on parking is expected.

**15. g)** The City of Santa Fe Springs is well served by public transit systems. Services are provided by the Los Angeles County Metropolitan Transportation Authority (LACMTA) Metro Bus service, Norwalk Transit, Montebello Bus Lines, and the City of Santa Fe Springs "The Tram" service. There is a Metrolink station at the Norwalk/Santa Fe Springs Transportation Center, located on Imperial Highway, east of Bloomfield Avenue. In addition, MetroRail has a Green Line station at the junction of the I-105 and the I-605 Freeways in the City of Norwalk, approximately four miles southwest of the project area. LACMTA is currently analyzing potential alternatives for the Eastside Transit Corridor Phase 2 Project that will extend the existing Metro Gold Line network to provide service to Santa Fe Springs and neighboring cities. Within the project area, this corridor would run along Washington Boulevard from Garfield Avenue and continue east to Santa Fe Springs Road. Within the project area, the LACMTA operates Metro Bus routes 62, 121, and 270; Norwalk Transit operates Routes 1 and 9; and Montebello Bus Lines operates Route 50. The Proposed Project will be built on an existing site, therefore, no conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks).

### 15.3 Mitigation Measures

The Proposed Project is required to comply with mitigation measures developed as part of the requirements for the 2009 DSEIR for the CRP Area that require project applicants to pay their fair share of mitigation to minimize cumulative impacts. As these mitigation measures are requirements for the CRP Project Area, no additional mitigation measures are required and impacts from the Proposed Project are expected to be less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. UTILITIES/SERVICE SYSTEMS</b>				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- g) Comply with federal, state, and local statutes and regulations related to solid waste? ☐ ☐ ☐ ☒

### 16.1 Significance Criteria

The impacts to utilities/service systems will be considered significant if any of the following criteria are met:

- The capacities of existing or proposed wastewater treatment facilities and the sanitary sewer system are not sufficient to meet the needs of the project.
- The existing water supply does not have the capacity to meet the increased demands of the project, or the project would use a substantial amount of potable water.
- The project increases demand for water by more than 300,000 gallons per day.
- The generation and disposal of hazardous and non-hazardous waste exceeds the capacity of designated landfills.

### 16.2 Environmental Setting and Impacts

As discussed in §4.13, pages 4.13-1 through 4.13-9, of the DSEIR for the CRP Area, the potential for utilities/service systems impacts associated with the entire CRP Area was determined to be less than significant. Because the currently Proposed Project consists of a single warehouse facility that was included as part of the DSEIR for the CRP, utilities/service systems impacts from the Proposed Project are within the scope of the larger project evaluated in the 2009 DSEIR for the CRP Area.

**16. a and e)** Wastewater lines within the boundaries of the City are owned by the City and the LACSD but maintained by the Los Angeles County Dept. of Public Consolidated Sewer Maintenance District (LACSMD). Wastewater generated in the project area is conveyed to the Los Coyotes Water Reclamation Plant (WRP), which is operated by LACSD. Los Coyotes WRP (located at the northwest junction of the San Gabriel River and Artesia Freeway) provides primary, secondary, and tertiary treatment for a maximum of 37 million gallons per day (mgd). The plant serves approximately 370,000 people and currently treats an average of 31.98 mgd. Over five mgd of the purified water generated at the WRP is reused at over 200 sites, including golf courses, schools, and nurseries.

Each of the LACSD's industrial users is required to obtain an Industrial Wastewater Discharge Permit. Permit applications are reviewed by engineering staff to determine if the pretreatment equipment proposed is adequate to meet applicable discharge limits and to assess compliance with LACSD's spill containment, flow monitoring, rainwater diversion, and combustible gas monitoring policies (COSFS, 2009).

Although the Proposed Project will result in additional demands upon the current sewer facilities, the wastewater use associated with the Proposed Project is expected to be minimal, and can be accommodated by the existing sewer facilities. It is anticipated that the Proposed Project would generate about 2,700 gallons per day. Since the estimated wastewater treatment demands are within LACSD planning criteria, this impact would be less than significant (COSFS, 2009).

**16. b and d)** The Santa Fe Springs Area is served by three water suppliers including the City of Santa Fe Springs, Metropolitan Water District, and Golden State Water Company (GSWC). Golden State Water Company is a private water company that serves customers in three regions, eight districts, and 22 customer service areas located throughout the state of California and part of Arizona. The portion of the GSWC service area that falls within Santa Fe Springs is in the Central District. The company draws on both groundwater and imported water supplies to meet demands.

The City of Santa Fe Springs has prepared a 2005 Urban Water Management Plan (UWMP) in conformance with the Urban Water Management Planning Act which requires water suppliers serving more than 3,000 customers to file such plans with the Department of Water Resources. The Act requires that the plans be updated every 5 years, and that they demonstrate affirmative steps to pursue 'reasonable and practical efficient uses, reclamation and conservation activities.' The City's Plan was prepared in a combined effort with the CBMWD of which the City is a member agency. The UWMP notes that the City's population was 17,438 as of the 2000 census, with a total daytime population of more than 100,000 - primarily due to the large workforce (the City provides industrial or commercial zoning for more than 90 percent of the total land area). Since the City is largely built out, the anticipated residential growth rate is low with a forecast build-out population of 21,326 in the year 2030.

The City's water supply sources include imported water purchased from CBMWD, groundwater produced from the Central Basin, and recycled water purchased from CBMWD. Imported water represents roughly 43 percent of current and future water supply, groundwater represents roughly 46 percent of current supply, and 46 percent of anticipated future supply, and the balance is met through recycled water. Table 7 presents information about past, current, and projected water use in the City by category. As shown, overall water deliveries are forecast to increase by 1.6 percent over the 20-year period from 2005 to 2025.

The Proposed Project is not expected to require in a substantially increase in water demand and is within the Urban Water Management Plan prepared by the City. The land use of the site will remain industrial and this use was taken into account in the planned growth of the water system as outlined in the City's 2005 Urban Water Management Plan. The proposed warehouse is not expected to consume large quantities of water, an estimated 2,700 gallons per day. Water primarily will be used for drinking water purposes, sanitary sewer, and landscape irrigation. Imported water represents roughly 43 percent of current and future water supplies, groundwater represents roughly 46 percent of current and future supply, and the balance is met through recycled water (COSFS, 2009). Therefore, no significant increase in water use is expected within the City due to the Proposed Project. It is expected that all water use can be

**CHAPTER 2: ENVIRONMENTAL CHECKLIST**

accommodated by existing utilities operated by the Metropolitan Water District and CBMWD. No significant increase in water consumption is expected due to the Proposed Project.

**TABLE 7****Water Deliveries by Category 2005-2025 (Acre Feet Per Year)**

<b>Year</b>		<b>Residential Single Fam.</b>	<b>Residential Multi-Family</b>	<b>Commercial</b>	<b>Industrial</b>	<b>Municipal</b>	<b>Total</b>
<b>2005</b>	# of accounts	3,040	10	2,337	112	110	5,544
	Deliveries	1,387	77	4,084	2,003	154	7,705
<b>2010</b>	# of accounts	3,100	12	2,370	116	111	5,709
	Deliveries	1,391	77	4,096	2,010	155	7,729
<b>2015</b>	# of accounts	3,110	13	2,375	120	112	5,730
	Deliveries	1,398	78	4,114	2,018	155	7,763
<b>2020</b>	# of accounts	3,120	13	2,380	124	113	5,750
	Deliveries	1,402	78	4,132	2,027	156	7,797
<b>2025</b>	# of accounts	3,125	14	2,385	125	115	5,764
	Deliveries	1,409	78	4,149	2,036	157	7,829

It is recommended that the following water conservation requirements be incorporated to the Proposed Project, which is consistent with recommendations for other redevelopment projects:

- Only xeriscape (landscaping in ways that reduce or eliminate the need for supplemental irrigation) landscaping be permitted and use of fertilizers be held to a minimum;
- Irrigation systems feature the current best-available technology for efficient irrigation;
- The grass lawn be reduced to limit irrigation demands;
- All industrial and commercial developments be required to use water conservation devices including high efficiency washing machines, conductivity controllers, and pre-rinse spray valves where applicable, preference shall be given to Energy Star products where available;
- All redevelopment projects are required to use ultra-low flow toilets;
- Pump cooling, water flushing and other fixtures are adjusted to the minimum required water setting;
- Businesses handle waste materials in dry mode wherever feasible; and

- High-volume hoses be replaced with high-pressure, low-volume cleaning systems, and hoses be equipped at all times with spring loaded shutoff nozzles.

**16. c)** Development of the Proposed Project will not result in increased runoff due to the construction of roadways, paved surfaces, and buildings. The Proposed Project will be constructed on areas that are currently paved as parking lots. See Section 8 – Hydrology and Water Quality (subsection 8. c, d, e, f, g, and h) for a discussion of the impacts of storm water runoff. The construction of the Proposed Project is not expected to impact drainages or alter a stream or river.

**16. f and g)** Waste disposal sites or landfills located in Los Angeles County (County) are operated by the LACSD and by private companies. Landfill availability is limited by several factors, including: (1) restrictions to accepting waste generated only within a landfill's particular jurisdiction and/or watershed boundary, (2) tonnage permit limitations, and (3) operational constraints. Over 80 percent of the City's solid waste is hauled to Chiquita Canyon Sanitary and Puente Hills Landfills. The remaining 20 percent is disposed of at 11 other landfills. In July 2003, the County Integrated Waste Management Board (CIWMB) approved expansion of Puente Hills Landfill. The expansion will increase the life of the landfill by ten years at a maximum daily disposal rate of 13,200 tons per day. The Puente Hills Landfill currently receives 10,198 tons per day of solid waste. Chiquita Canyon Landfill is currently permitted to intake 6,000 tons per day of solid waste and receives approximately 4,223 tons per day. Thus the net available increase in disposal rate for those two facilities alone is approximately 19,185 tons per day.

The Integrated Waste Management Act of 1989 (AB 939) required city and county jurisdictions to identify an implementation schedule to divert 50 percent of the total waste stream from landfill disposal by the year 2000. AB 939 also required each city and county to promote source reduction, recycling, and safe disposal or transformation. Cities and counties were required to maintain the 50 percent diversion specified by AB 939 past the year 2000. The City surpassed the State-mandated 50 percent diversion rate for 2002 and achieved a 76 percent diversion rate.

AB 939 further required each city to conduct a Solid Waste Generation Study and prepare a source reduction and recycling element (SRRE) to describe how solid waste reduction goals would be achieved. The SRRE contains programs and policies for continued fulfillment of the goals of AB 939 and must be updated annually to account for changing market and infrastructure conditions. To SRRE within the City is comprised of five key elements: (1) Source Reduction, (2) Recycling, (3) Composting, (4) Education and Public Information, and (5) Special Waste Handling. The City offers curbside recycling and automated three-bin residential recycling programs to residents, circulates educational newsletters, runs media campaigns, and provides economic incentives for businesses to recycle. The City also sponsors an annual Universal Waste Round Up for both businesses and residents to dispose of E-waste, batteries, light bulbs, and tires, free of charge. In addition to the City's annual roundup, residents of Santa Fe Springs qualify to participate in the weekly Household Hazardous Waste roundups sponsored by Los Angeles County. Universal waste is also accepted at the County roundups. One time per year, the County uses the facilities in Santa Fe Springs to host their roundup.



## CHAPTER 2: ENVIRONMENTAL CHECKLIST

All construction, demolition, and renovation projects in Santa Fe Springs totaling \$50,000 or more are subject to requirements of Ordinance No. 914 (Municipal Code Ch. 50 Solid Waste Provisions). As stated therein, prior to obtaining building or demolition permits, contractors are required to submit a Waste Management Plan (WMP) to the Planning Department for approval. The WMP must estimate the volume and weight of construction debris to be generated and show how 75 percent of this debris would be reused and/or recycled prior to permit issuance, and demonstrate that 75 percent was reused or recycled prior to final approval.

Construction of the Proposed Project site will not require substantial demolition or generate substantial waste as the site is largely empty, except for a small office building. The operation of a warehouse facility is not a large generator of solid wastes so that no significant increase in waste generation is expected due to the Proposed Project.

### 16.3 Mitigation Measures

No significant impacts on utilities and services systems are expected as the Proposed Project will be required to comply with various ordinances regarding waste disposal and generation requirements. Therefore, no further mitigation measures are required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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## XVII. MANDATORY FINDINGS OF SIGNIFICANCE

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                          |                          |                          |                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)                                                                                                             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? ☐ ☐ ☐ ☒

### Discussion of Impacts

**XVII a)** The proposed warehouse does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory, as discussed in the previous sections of the CEQA checklist. The Proposed Project will be constructed within the confines of an existing industrial facility that has been developed, partially demolished, and remediation activities have been conducted. Because of the previous activities, no native biological resources or important cultural resources are located at the site. As discussed in Section IV, Biological Resources and Section V, Cultural Resources, no significant adverse impacts are expected to biological or cultural resources.

**18. b and c)** The potential for cumulative impacts of the Proposed Project with other related projects have been addressed in the March 2009 Draft Subsequent Environmental Impact Report (DSEIR) for the CRP Area. Because the currently Proposed Project consists of a single warehouse facility that was included as part of the DSEIR for the CRP, the environmental impacts from the Proposed Warehouse Development Project are within the scope of the larger project evaluated in the 2009 DSEIR for the CRP Area. A summary of key environmental issues is provided in this section.

The Proposed Project is not expected to result in significant adverse cumulative environmental impacts. The construction activities associated with the Proposed Project are not expected to overlap with other projects in the immediate vicinity of the site. The Proposed Project air emissions associated with operational activities are expected to be limited to mobile source emissions. Emission calculations were estimated for the operational activities associated with the Proposed Project and the estimate emissions are well below the SCAQMD's operational significance thresholds for all pollutants (see Table 3). Therefore, no significant adverse air quality impacts are expected, either individually or cumulatively. Therefore, the Proposed Project is not expected to result in significant adverse cumulative impacts.

The construction activities associated with the Proposed Project that generate noise will be carried out during daytime hours. The construction activities associated with the Proposed Project are not expected to overlap with other projects in the immediate vicinity of the site. Therefore, noise impacts will be limited to the noise impact analysis in Section XII herein. Average noise levels along arterial segments range from about 67 to 72 dBA (COSFS, 2009). Noise levels at the closest residential area are not expected to significantly increase during construction activities over background noise levels in the residential areas and construction activities will be avoided during the nighttime hours (7 p.m. to 7 a.m.).

Noise and groundborne vibration impacts associated with the Proposed Project construction activities are expected to be less than significant. The operational noise impacts are expected to be similar to existing noise levels and mostly associated with additional traffic. A doubling of traffic along a street is generally required to increase the noise levels by 3 dBA. The Proposed Project would add about 536 trips per day, spread throughout the day. The peak traffic associated with the Proposed Project is estimated to be 73 trips per hour. Traffic along Norwalk Boulevard is about 8,500 vehicles during peak hour. The increase in traffic is less than 0.9 percent so that no significant increase in noise associated with project-related traffic is expected. Traffic noise levels resulting from area growth were evaluated in the DSEIR for the CRP Area and were determined to be less than significant. The increase in noise associated with the development in the CRP Area, which included cumulative traffic-related, as well as the Proposed Warehouse Project, are considered to be less than significant (COSFS, 2009).

Where a lead agency is examining a project with an incremental effect that is not cumulatively considerable, a lead agency need not consider the effect significant, but must briefly describe the basis for concluding that the incremental effect is not cumulatively considerable. Therefore the project's contribution to air quality, noise and traffic are not cumulatively considerable and thus not significant. This conclusion is consistent with CEQA Guidelines §15064 (h)(4), which states, "The mere existence of cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable". Therefore, the Proposed Project is not expected to result in significant adverse cumulative impacts.

18. c) The potential health impacts of the emission increases were evaluated in a health risk calculations summarized in Section 3.0 and Appendix A. The results of the health risk assessment indicated that the toxic air contaminant emissions in the vicinity of the Proposed Project would be less than significant. The cancer risks to the maximum exposed individual are well below the ten per million significance threshold and below the noncarcinogenic thresholds. Therefore, no significant health impacts or other adverse impacts to humans are expected due to operation of the Proposed Project.

**REFERENCES**

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- SCAQMD, 1993. CEQA Air Quality Handbook, April 1993.
- South Coast Air Quality Management District, 2005. Risk Assessment Procedures for Rules 1401 and 212. Version 7.0. July 1, 2005.
- SCAQMD, 2007. Final Program Environmental Impact Report for the 2007 Air Quality Management Plan. South Coast Air Quality Management District. June 2007.
- Water Replenishment District of Southern California, "Central Basin Groundwater Contamination Study," dated December 11, 2007 (WRD, 2007).

## **APPENDIX A**

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### **Emission and Health Risk Calculations**

Page: 1

6/10/2009 8:55:55 AM

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: M:\MC\1576 - Kekropia\Urbemis\1576 warehouse.urb924

Project Name: 1576 Kekropia - Warehouse

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Page: 2

6/10/2009 8:55:55 AM

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>	<u>CO2</u>
2009 TOTALS (lbs/day unmitigated)	5.44	45.49	29.77	0.03	24.81	2.27	27.09	5.18	2.09	7.27	4,626.00
2009 TOTALS (lbs/day mitigated)	5.44	45.49	29.77	0.03	1.51	2.27	3.78	0.32	2.09	2.41	4,626.00
2010 TOTALS (lbs/day unmitigated)	57.45	27.76	28.82	0.03	0.12	1.67	1.79	0.04	1.53	1.57	4,702.02
2010 TOTALS (lbs/day mitigated)	57.45	27.76	28.82	0.03	0.12	1.67	1.79	0.04	1.53	1.57	4,702.02

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	0.81	0.83	2.23	0.00	0.01	0.01	969.25

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	4.46	5.56	48.83	0.05	8.31	1.62	4,939.38

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	5.27	6.39	51.06	0.05	8.32	1.63	5,908.63

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>	<u>CO2</u>
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Time Slice 9/1/2009-9/30/2009	1.39	9.82	6.53	0.00	1.43	0.71	2.14	0.30	0.65	0.95	1,023.41
Active Days: 22											
Demolition 09/01/2009-09/30/2009	1.39	9.82	6.53	0.00	1.43	0.71	2.14	0.30	0.65	0.95	1,023.41
Fugitive Dust	0.00	0.00	0.00	0.00	1.42	0.00	1.42	0.29	0.00	0.29	0.00
Demo Off Road Diesel	1.23	8.15	4.78	0.00	0.00	0.64	0.64	0.00	0.59	0.59	700.30
Demo On Road Diesel	0.12	1.60	0.62	0.00	0.01	0.07	0.07	0.00	0.06	0.06	198.68
Demo Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.43
Time Slice 10/1/2009-10/14/2009	3.22	26.52	14.10	0.00	1.50	1.34	2.84	0.31	1.23	1.55	2,371.75
Active Days: 10											
Fine Grading 10/01/2009-10/15/2009	3.22	26.52	14.10	0.00	1.50	1.34	2.84	0.31	1.23	1.55	2,371.75
Fine Grading Dust	0.00	0.00	0.00	0.00	1.50	0.00	1.50	0.31	0.00	0.31	0.00
Fine Grading Off Road Diesel	3.18	26.46	12.98	0.00	0.00	1.33	1.33	0.00	1.23	1.23	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.43
Time Slice 10/15/2009-10/15/2009	<u>5.44</u>	<u>45.49</u>	23.55	0.00	<u>1.51</u>	<u>2.27</u>	<u>3.78</u>	<u>0.32</u>	<u>2.09</u>	<u>2.41</u>	4,210.82
Active Days: 1											
Fine Grading 10/01/2009-10/15/2009	3.22	26.52	14.10	0.00	1.50	1.34	2.84	0.31	1.23	1.55	2,371.75
Fine Grading Dust	0.00	0.00	0.00	0.00	1.50	0.00	1.50	0.31	0.00	0.31	0.00
Fine Grading Off Road Diesel	3.18	26.46	12.98	0.00	0.00	1.33	1.33	0.00	1.23	1.23	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.43
Trenching 10/15/2009-10/31/2009	2.22	18.96	9.45	0.00	0.01	0.93	0.94	0.00	0.86	0.86	1,839.07
Trenching Off Road Diesel	2.18	18.90	8.32	0.00	0.00	0.93	0.93	0.00	0.86	0.86	1,714.64
Trenching Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.43



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Time Slice 10/16/2009-10/30/2009	2.22	18.96	9.45	0.00	0.01	0.93	0.94	0.00	0.86	0.86	1,839.07
Active Days: 11											
Trenching 10/15/2009-10/31/2009	2.22	18.96	9.45	0.00	0.01	0.93	0.94	0.00	0.86	0.86	1,839.07
Trenching Off Road Diesel	2.18	18.90	8.32	0.00	0.00	0.93	0.93	0.00	0.86	0.86	1,714.64
Trenching Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.43
Time Slice 11/2/2009-11/13/2009	3.28	18.35	12.06	0.00	0.02	1.52	1.54	0.01	1.40	1.40	1,692.41
Active Days: 10											
Asphalt 11/01/2009-11/15/2009	3.28	18.35	12.06	0.00	0.02	1.52	1.54	0.01	1.40	1.40	1,692.41
Paving Off-Gas	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.81	16.83	9.27	0.00	0.00	1.46	1.46	0.00	1.34	1.34	1,272.04
Paving On Road Diesel	0.10	1.38	0.53	0.00	0.01	0.06	0.06	0.00	0.05	0.06	171.51
Paving Worker Trips	0.07	0.14	2.25	0.00	0.01	0.01	0.02	0.00	0.01	0.01	248.86
Time Slice 11/16/2009-12/31/2009	5.17	29.60	<u>29.77</u>	<u>0.03</u>	0.12	1.80	1.91	0.04	1.65	1.69	<u>4,626.00</u>
Active Days: 34											
Building 11/16/2009-08/31/2010	5.17	29.60	29.77	0.03	0.12	1.80	1.91	0.04	1.65	1.69	4,626.00
Building Off Road Diesel	3.87	17.35	11.50	0.00	0.00	1.28	1.28	0.00	1.17	1.17	1,621.20
Building Vendor Trips	0.97	11.64	8.05	0.02	0.06	0.49	0.56	0.02	0.45	0.47	1,875.97
Building Worker Trips	0.33	0.61	10.23	0.01	0.05	0.03	0.08	0.02	0.03	0.05	1,128.84
Time Slice 1/1/2010-6/30/2010	4.85	27.72	28.18	0.03	0.12	1.66	1.78	0.04	1.53	1.57	4,625.68
Active Days: 129											
Building 11/16/2009-08/31/2010	4.85	27.72	28.18	0.03	0.12	1.66	1.78	0.04	1.53	1.57	4,625.68
Building Off Road Diesel	3.65	16.55	11.20	0.00	0.00	1.19	1.19	0.00	1.10	1.10	1,621.20
Building Vendor Trips	0.90	10.61	7.47	0.02	0.06	0.44	0.51	0.02	0.40	0.43	1,875.98
Building Worker Trips	0.30	0.56	9.51	0.01	0.05	0.03	0.08	0.02	0.03	0.05	1,128.51

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Time Slice 7/1/2010-8/31/2010	<u>57.45</u>	<u>27.76</u>	<u>28.82</u>	<u>0.03</u>	<u>0.12</u>	<u>1.67</u>	<u>1.79</u>	<u>0.04</u>	<u>1.53</u>	<u>1.57</u>	<u>4,702.02</u>
Active Days: 44											
Building 11/16/2009-08/31/2010	4.85	27.72	28.18	0.03	0.12	1.66	1.78	0.04	1.53	1.57	4,625.68
Building Off Road Diesel	3.65	16.55	11.20	0.00	0.00	1.19	1.19	0.00	1.10	1.10	1,621.20
Building Vendor Trips	0.90	10.61	7.47	0.02	0.06	0.44	0.51	0.02	0.40	0.43	1,875.98
Building Worker Trips	0.30	0.56	9.51	0.01	0.05	0.03	0.08	0.02	0.03	0.05	1,128.51
Coating 07/01/2010-08/31/2010	52.60	0.04	0.64	0.00	0.00	0.00	0.01	0.00	0.00	0.00	76.33
Architectural Coating	52.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	0.64	0.00	0.00	0.00	0.01	0.00	0.00	0.00	76.33

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 10/1/2009 - 10/15/2009 - Default Fine Site Grading/Excavation Description

For Soil Stabilizing Measures, the Apply soil stabilizers to inactive areas mitigation reduces emissions by:

PM10: 84% PM25: 84%

For Soil Stabilizing Measures, the Replace ground cover in disturbed areas quickly mitigation reduces emissions by:

PM10: 5% PM25: 5%

For Soil Stabilizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Soil Stabilizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	0.06	0.81	0.68	0.00	0.00	0.00	966.44
Hearth - No Summer Emissions							
Landscape	0.12	0.02	1.55	0.00	0.01	0.01	2.81
Consumer Products	0.00						
Architectural Coatings	0.63						
TOTALS (lbs/day, unmitigated)	0.81	0.83	2.23	0.00	0.01	0.01	969.25

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 10% to 0%

Percentage of residences with wood fireplaces changed from 5% to 0%

Percentage of residences with natural gas fireplaces changed from 85% to 100%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOX</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM25</u>	<u>CO2</u>
Warehouse	4.46	5.56	48.83	0.05	8.31	1.62	4,939.38
TOTALS (lbs/day, unmitigated)	4.46	5.56	48.83	0.05	8.31	1.62	4,939.38

Operational Settings:

Does not include correction for passby trips

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Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Warehouse		4.96	1000 sq ft	108.00	535.68	4,806.66
					535.68	4,806.66

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

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	<u>Travel Conditions</u>					
	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Warehouse				2.0	1.0	97.0

Operational Changes to Defaults

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: M:\MC\1576 - Kekropia\Urbemis\1576 warehouse.urb924

Project Name: 1576 Kekropia - Warehouse

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

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Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>	<u>CO2</u>
2009 TOTALS (lbs/day unmitigated)	5.44	45.49	29.77	0.03	24.81	2.27	27.09	5.18	2.09	7.27	4,626.00
2009 TOTALS (lbs/day mitigated)	5.44	45.49	29.77	0.03	1.51	2.27	3.78	0.32	2.09	2.41	4,626.00
2010 TOTALS (lbs/day unmitigated)	57.45	27.76	28.82	0.03	0.12	1.67	1.79	0.04	1.53	1.57	4,702.02
2010 TOTALS (lbs/day mitigated)	57.45	27.76	28.82	0.03	0.12	1.67	1.79	0.04	1.53	1.57	4,702.02

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	0.69	0.81	0.68	0.00	0.00	0.00	966.44

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	4.59	6.70	47.16	0.04	8.31	1.62	4,472.67

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	5.28	7.51	47.84	0.04	8.31	1.62	5,439.11

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>	<u>CO2</u>
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Time Slice 9/1/2009-9/30/2009	1.39	9.82	6.53	0.00	1.43	0.71	2.14	0.30	0.65	0.95	1,023.41
Active Days: 22											
Demolition 09/01/2009-09/30/2009	1.39	9.82	6.53	0.00	1.43	0.71	2.14	0.30	0.65	0.95	1,023.41
Fugitive Dust	0.00	0.00	0.00	0.00	1.42	0.00	1.42	0.29	0.00	0.29	0.00
Demo Off Road Diesel	1.23	8.15	4.78	0.00	0.00	0.64	0.64	0.00	0.59	0.59	700.30
Demo On Road Diesel	0.12	1.60	0.62	0.00	0.01	0.07	0.07	0.00	0.06	0.06	198.68
Demo Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.43
Time Slice 10/1/2009-10/14/2009	3.22	26.52	14.10	0.00	1.50	1.34	2.84	0.31	1.23	1.55	2,371.75
Active Days: 10											
Fine Grading 10/01/2009-10/15/2009	3.22	26.52	14.10	0.00	1.50	1.34	2.84	0.31	1.23	1.55	2,371.75
Fine Grading Dust	0.00	0.00	0.00	0.00	1.50	0.00	1.50	0.31	0.00	0.31	0.00
Fine Grading Off Road Diesel	3.18	26.46	12.98	0.00	0.00	1.33	1.33	0.00	1.23	1.23	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.43
Time Slice 10/15/2009-10/15/2009	<u>5.44</u>	<u>45.49</u>	23.55	0.00	<u>1.51</u>	<u>2.27</u>	<u>3.78</u>	<u>0.32</u>	<u>2.09</u>	<u>2.41</u>	4,210.82
Active Days: 1											
Fine Grading 10/01/2009-10/15/2009	3.22	26.52	14.10	0.00	1.50	1.34	2.84	0.31	1.23	1.55	2,371.75
Fine Grading Dust	0.00	0.00	0.00	0.00	1.50	0.00	1.50	0.31	0.00	0.31	0.00
Fine Grading Off Road Diesel	3.18	26.46	12.98	0.00	0.00	1.33	1.33	0.00	1.23	1.23	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.43
Trenching 10/15/2009-10/31/2009	2.22	18.96	9.45	0.00	0.01	0.93	0.94	0.00	0.86	0.86	1,839.07
Trenching Off Road Diesel	2.18	18.90	8.32	0.00	0.00	0.93	0.93	0.00	0.86	0.86	1,714.64
Trenching Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.43



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Time Slice 10/16/2009-10/30/2009	2.22	18.96	9.45	0.00	0.01	0.93	0.94	0.00	0.86	0.86	1,839.07
Active Days: 11											
Trenching 10/15/2009-10/31/2009	2.22	18.96	9.45	0.00	0.01	0.93	0.94	0.00	0.86	0.86	1,839.07
Trenching Off Road Diesel	2.18	18.90	8.32	0.00	0.00	0.93	0.93	0.00	0.86	0.86	1,714.64
Trenching Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.43
Time Slice 11/2/2009-11/13/2009	3.28	18.35	12.06	0.00	0.02	1.52	1.54	0.01	1.40	1.40	1,692.41
Active Days: 10											
Asphalt 11/01/2009-11/15/2009	3.28	18.35	12.06	0.00	0.02	1.52	1.54	0.01	1.40	1.40	1,692.41
Paving Off-Gas	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.81	16.83	9.27	0.00	0.00	1.46	1.46	0.00	1.34	1.34	1,272.04
Paving On Road Diesel	0.10	1.38	0.53	0.00	0.01	0.06	0.06	0.00	0.05	0.06	171.51
Paving Worker Trips	0.07	0.14	2.25	0.00	0.01	0.01	0.02	0.00	0.01	0.01	248.86
Time Slice 11/16/2009-12/31/2009	5.17	29.60	<u>29.77</u>	<u>0.03</u>	0.12	1.80	1.91	0.04	1.65	1.69	<u>4,626.00</u>
Active Days: 34											
Building 11/16/2009-08/31/2010	5.17	29.60	29.77	0.03	0.12	1.80	1.91	0.04	1.65	1.69	4,626.00
Building Off Road Diesel	3.87	17.35	11.50	0.00	0.00	1.28	1.28	0.00	1.17	1.17	1,621.20
Building Vendor Trips	0.97	11.64	8.05	0.02	0.06	0.49	0.56	0.02	0.45	0.47	1,875.97
Building Worker Trips	0.33	0.61	10.23	0.01	0.05	0.03	0.08	0.02	0.03	0.05	1,128.84
Time Slice 1/1/2010-6/30/2010	4.85	27.72	28.18	0.03	0.12	1.66	1.78	0.04	1.53	1.57	4,625.68
Active Days: 129											
Building 11/16/2009-08/31/2010	4.85	27.72	28.18	0.03	0.12	1.66	1.78	0.04	1.53	1.57	4,625.68
Building Off Road Diesel	3.65	16.55	11.20	0.00	0.00	1.19	1.19	0.00	1.10	1.10	1,621.20
Building Vendor Trips	0.90	10.61	7.47	0.02	0.06	0.44	0.51	0.02	0.40	0.43	1,875.98
Building Worker Trips	0.30	0.56	9.51	0.01	0.05	0.03	0.08	0.02	0.03	0.05	1,128.51

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Time Slice 7/1/2010-8/31/2010	<u>57.45</u>	<u>27.76</u>	<u>28.82</u>	<u>0.03</u>	<u>0.12</u>	<u>1.67</u>	<u>1.79</u>	<u>0.04</u>	<u>1.53</u>	<u>1.57</u>	<u>4,702.02</u>
Active Days: 44											
Building 11/16/2009-08/31/2010	4.85	27.72	28.18	0.03	0.12	1.66	1.78	0.04	1.53	1.57	4,625.68
Building Off Road Diesel	3.65	16.55	11.20	0.00	0.00	1.19	1.19	0.00	1.10	1.10	1,621.20
Building Vendor Trips	0.90	10.61	7.47	0.02	0.06	0.44	0.51	0.02	0.40	0.43	1,875.98
Building Worker Trips	0.30	0.56	9.51	0.01	0.05	0.03	0.08	0.02	0.03	0.05	1,128.51
Coating 07/01/2010-08/31/2010	52.60	0.04	0.64	0.00	0.00	0.00	0.01	0.00	0.00	0.00	76.33
Architectural Coating	52.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	0.64	0.00	0.00	0.00	0.01	0.00	0.00	0.00	76.33

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 10/1/2009 - 10/15/2009 - Default Fine Site Grading/Excavation Description

For Soil Stabilizing Measures, the Apply soil stabilizers to inactive areas mitigation reduces emissions by:

PM10: 84% PM25: 84%

For Soil Stabilizing Measures, the Replace ground cover in disturbed areas quickly mitigation reduces emissions by:

PM10: 5% PM25: 5%

For Soil Stabilizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Soil Stabilizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	0.06	0.81	0.68	0.00	0.00	0.00	966.44
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	0.63						
TOTALS (lbs/day, unmitigated)	0.69	0.81	0.68	0.00	0.00	0.00	966.44

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 10% to 0%

Percentage of residences with wood fireplaces changed from 5% to 0%

Percentage of residences with natural gas fireplaces changed from 85% to 100%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOX</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM25</u>	<u>CO2</u>
Warehouse	4.59	6.70	47.16	0.04	8.31	1.62	4,472.67
TOTALS (lbs/day, unmitigated)	4.59	6.70	47.16	0.04	8.31	1.62	4,472.67

Operational Settings:

Does not include correction for passby trips

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Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Warehouse		4.96	1000 sq ft	108.00	535.68	4,806.66
					535.68	4,806.66

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

Warehouse	2.0	1.0	97.0
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Operational Changes to Defaults

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: M:\MC\1576 - Kekropia\Urbemis\1576 warehouse.urb924

Project Name: 1576 Kekropia - Warehouse

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

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Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>	<u>CO2</u>
2009 TOTALS (tons/year unmitigated)	0.15	0.96	0.77	0.00	0.15	0.06	0.21	0.03	0.05	0.09	122.44
2009 TOTALS (tons/year mitigated)	0.15	0.96	0.77	0.00	0.03	0.06	0.09	0.01	0.05	0.06	122.44
Percent Reduction	0.00	0.00	0.00	0.00	83.06	0.00	60.11	82.28	0.00	30.88	0.00
2010 TOTALS (tons/year unmitigated)	1.58	2.40	2.45	0.00	0.01	0.14	0.15	0.00	0.13	0.14	401.80
2010 TOTALS (tons/year mitigated)	1.58	2.40	2.45	0.00	0.01	0.14	0.15	0.00	0.13	0.14	401.80
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	0.15	0.15	0.40	0.00	0.00	0.00	176.89

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	0.82	1.08	8.81	0.01	1.52	0.30	873.05

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	0.97	1.23	9.21	0.01	1.52	0.30	1,049.94

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated





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Building 11/16/2009-08/31/2010	0.09	0.50	0.51	0.00	0.00	0.03	0.03	0.00	0.03	0.03	78.64
Building Off Road Diesel	0.07	0.29	0.20	0.00	0.00	0.02	0.02	0.00	0.02	0.02	27.56
Building Vendor Trips	0.02	0.20	0.14	0.00	0.00	0.01	0.01	0.00	0.01	0.01	31.89
Building Worker Trips	0.01	0.01	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.19
2010	1.58	2.40	2.45	0.00	0.01	0.14	0.15	0.00	0.13	0.14	401.80
Building 11/16/2009-08/31/2010	0.42	2.40	2.44	0.00	0.01	0.14	0.15	0.00	0.13	0.14	400.12
Building Off Road Diesel	0.32	1.43	0.97	0.00	0.00	0.10	0.10	0.00	0.09	0.09	140.23
Building Vendor Trips	0.08	0.92	0.65	0.00	0.01	0.04	0.04	0.00	0.03	0.04	162.27
Building Worker Trips	0.03	0.05	0.82	0.00	0.00	0.00	0.01	0.00	0.00	0.00	97.62
Coating 07/01/2010-08/31/2010	1.16	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.68
Architectural Coating	1.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.68

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 10/1/2009 - 10/15/2009 - Default Fine Site Grading/Excavation Description

For Soil Stabilizing Measures, the Apply soil stabilizers to inactive areas mitigation reduces emissions by:

PM10: 84% PM25: 84%

For Soil Stabilizing Measures, the Replace ground cover in disturbed areas quickly mitigation reduces emissions by:

PM10: 5% PM25: 5%

For Soil Stabilizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Soil Stabilizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	0.01	0.15	0.12	0.00	0.00	0.00	176.38
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscape	0.02	0.00	0.28	0.00	0.00	0.00	0.51
Consumer Products	0.00						
Architectural Coatings	0.12						
TOTALS (tons/year, unmitigated)	0.15	0.15	0.40	0.00	0.00	0.00	176.89

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 10% to 0%

Percentage of residences with wood fireplaces changed from 5% to 0%

Percentage of residences with natural gas fireplaces changed from 85% to 100%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOX</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM25</u>	<u>CO2</u>
Warehouse	0.82	1.08	8.81	0.01	1.52	0.30	873.05
TOTALS (tons/year, unmitigated)	0.82	1.08	8.81	0.01	1.52	0.30	873.05

Operational Settings:

Does not include correction for passby trips

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Does not include double counting adjustment for internal trips

Analysis Year: 2010 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Warehouse		4.96	1000 sq ft	108.00	535.68	4,806.66
					535.68	4,806.66

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Warehouse				2.0	1.0	97.0

Operational Changes to Defaults

## Diesel Particulate Matter Emission Calculations and Health Risk Calculations

### Emission Calculations:

Delivery trucks	EF (lbs/mile)	miles/truck	PM (lbs/day)	PM (lbs/yr)
10	0.00008698	0.25	0.00021745	0.056537

Heavy-Heavy Trucks				
15	0.00183062	0.25	0.00686483	1.7848545
Total annual DPM emissions:				1.8413915

Area Source:	Feet
Length	2000
Width	280
Area	560000

Emission Rate:	
Emissions (lbs/day)	1.8413915
Work days/yr	260
Work hours/day	12

Emission Rate (lbs/hr)= 0.00059

### Health Risk Calculations (see SCAQMD Risk Assessment Procedures for Rules 1401 and 212, Version 7.0, July 1, 2005)

$$\text{MICR} = \text{CP} \times \text{GLC} \times \text{Breathing Rate} \times \text{EVF} \times 10^{-6}$$

Cancer Potency

(mg/kg/day)<sup>-1</sup> 1.1 MICR 1.48E-06

Max. GLC (ug/m3) 0.04656 (from Screen Model)

Avg. GLC (ug/m3) 0.004656

Breathing Rate

(liters/kg-day) 302

EVF 9.60E-01

Chronic REL = GLC/REL

REL (ug/m3) 5

0.0009312

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14:14:24

\*\*\* SCREEN3 MODEL RUN \*\*\*  
\*\*\* VERSION DATED 96043 \*\*\*

# Truck Emissions

## SIMPLE TERRAIN INPUTS:

SOURCE TYPE = AREA  
EMISSION RATE (G/(S-M\*\*2)) = .142406E-08  
SOURCE HEIGHT (M) = 2.0000  
LENGTH OF LARGER SIDE (M) = 609.6000  
LENGTH OF SMALLER SIDE (M) = 85.3440  
RECEPTOR HEIGHT (M) = .0000  
URBAN/RURAL OPTION = URBAN

THE REGULATORY (DEFAULT) MIXING HEIGHT OPTION WAS SELECTED.  
THE REGULATORY (DEFAULT) ANEMOMETER HEIGHT OF 10.0 METERS WAS ENTERED.

MODEL ESTIMATES DIRECTION TO MAX CONCENTRATION

BUOY. FLUX = .000 M\*\*4/S\*\*3; MOM. FLUX = .000 M\*\*4/S\*\*2.

## \*\*\* FULL METEOROLOGY \*\*\*

\*\*\*\*\*  
\*\*\* SCREEN AUTOMATED DISTANCES \*\*\*  
\*\*\*\*\*

\*\*\* TERRAIN HEIGHT OF 0. M ABOVE STACK BASE USED FOR FOLLOWING DISTANCES \*\*\*

DIST (M)	CONC (UG/M**3)	STAB	U10M (M/S)	USTK (M/S)	MIX HT (M)	PLUME HT (M)	MAX DIR (DEG)
100.	.4166E-01	6	1.0	1.0	10000.0	2.00	0.
200.	.4429E-01	6	1.0	1.0	10000.0	2.00	0.
300.	.4629E-01	6	1.0	1.0	10000.0	2.00	2.
400.	.2734E-01	6	1.0	1.0	10000.0	2.00	0.
500.	.1769E-01	6	1.0	1.0	10000.0	2.00	0.
600.	.1253E-01	6	1.0	1.0	10000.0	2.00	0.
700.	.9466E-02	6	1.0	1.0	10000.0	2.00	0.
800.	.7485E-02	6	1.0	1.0	10000.0	2.00	0.
900.	.6127E-02	6	1.0	1.0	10000.0	2.00	0.
1000.	.5149E-02	6	1.0	1.0	10000.0	2.00	0.
1100.	.4415E-02	6	1.0	1.0	10000.0	2.00	0.
1200.	.3848E-02	6	1.0	1.0	10000.0	2.00	0.
1300.	.3398E-02	6	1.0	1.0	10000.0	2.00	0.
1400.	.3035E-02	6	1.0	1.0	10000.0	2.00	0.
1500.	.2735E-02	6	1.0	1.0	10000.0	2.00	0.
1600.	.2485E-02	6	1.0	1.0	10000.0	2.00	0.
1700.	.2274E-02	6	1.0	1.0	10000.0	2.00	0.
1800.	.2093E-02	6	1.0	1.0	10000.0	2.00	0.
1900.	.1936E-02	6	1.0	1.0	10000.0	2.00	0.
2000.	.1800E-02	6	1.0	1.0	10000.0	2.00	0.
2100.	.1680E-02	6	1.0	1.0	10000.0	2.00	0.
2200.	.1575E-02	6	1.0	1.0	10000.0	2.00	0.
2300.	.1481E-02	6	1.0	1.0	10000.0	2.00	0.

2400.	.1397E-02	6	1.0	1.0	10000.0	2.00	0.
2500.	.1321E-02	6	1.0	1.0	10000.0	2.00	0.
2600.	.1253E-02	6	1.0	1.0	10000.0	2.00	0.
2700.	.1191E-02	6	1.0	1.0	10000.0	2.00	0.
2800.	.1134E-02	6	1.0	1.0	10000.0	2.00	0.
2900.	.1083E-02	6	1.0	1.0	10000.0	2.00	0.
3000.	.1035E-02	6	1.0	1.0	10000.0	2.00	0.
3500.	.8458E-03	6	1.0	1.0	10000.0	2.00	0.
4000.	.7129E-03	6	1.0	1.0	10000.0	2.00	0.
4500.	.6149E-03	6	1.0	1.0	10000.0	2.00	2.
5000.	.5399E-03	6	1.0	1.0	10000.0	2.00	1.

MAXIMUM 1-HR CONCENTRATION AT OR BEYOND 100. M:

313.	.4656E-01	6	1.0	1.0	10000.0	2.00	1.
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\*\*\*\*\*  
 \*\*\* SUMMARY OF SCREEN MODEL RESULTS \*\*\*  
 \*\*\*\*\*

CALCULATION PROCEDURE	MAX CONC (UG/M**3)	DIST TO MAX (M)	TERRAIN HT (M)
SIMPLE TERRAIN	.4656E-01	313.	0.

\*\*\*\*\*  
 \*\* REMEMBER TO INCLUDE BACKGROUND CONCENTRATIONS \*\*  
 \*\*\*\*\*

**APPENDIX B**

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**Traffic Analysis**



TRIPS GENERATED BY PROJECTS

PROJECT (or Project Group)	A.M. PEAK HOUR		P.M. PEAK HOUR	
	enter	exit	enter	exit
1 Burke Street warehouse	71	16	19	59

## LEVEL OF SERVICE ANALYSIS

A.M. PEAK HOUR

Geometrics: Existing Geometrics

Year 2009		Forecast Year 2010		Plus Proposed Project			
LOS	DELAY V/C	LOS	DELAY V/C	LOS	DELAY	V/C	+ V/C
Pioneer Blvd and Slauson Ave							
E	42.7 0.913	E	42.7 0.913	.....	E	42.8 0.914	+0.000
Norwalk Blvd and Slauson Ave							
D	33.3 0.855	D	33.3 0.855	.....	D	33.7 0.858	+0.003
Santa Fe Springs Rd and Slauson Ave							
C	15.9 0.709	C	15.9 0.709	.....	C	16.2 0.712	+0.003

## Notes:

v/c = volume to capacity ratio (capacity utilization ratio)

delay = average stopped delay in seconds per vehicle

LOS = Level of Service

## LEVEL OF SERVICE ANALYSIS

A.M. PEAK HOUR

Geometrics: Existing Geometrics

Year 2009			Forecast Year 2010			Plus Proposed Project		
LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
Pioneer Blvd and Slauson Ave								
E	42.7	0.913	E	42.7	0.913	E	42.8	0.914
Norwalk Blvd and Slauson Ave								
D	33.3	0.855	D	33.3	0.855	D	33.7	0.858
Santa Fe Springs Rd and Slauson Ave								
C	15.9	0.709	C	15.9	0.709	C	16.2	0.712

## Notes:

v/c = volume to capacity ratio (capacity utilization ratio)

delay = average stopped delay in seconds per vehicle

LOS = Level of Service

Pioneer Blvd and Slauson Ave

File: C:sfs\_am.txt

A.M. PEAK HOUR

## TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	21	0	0	0	0	0	0	0	0	0	0	0	21
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	2	0	0	0	0	0	0	0	0	0	0	0	2
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	23	0	0	0	0	0	0	0	0	0	0	0	23

## INTERSECTION LEVEL OF SERVICE (LOS)

\* Geometrics: Existing Geometrics

		Year 2009		Forecast Year 2010		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume V/C	Volume V/C	Volume V/C	Volume V/C	Volume V/C	Volume V/C
NB	LEFT	1.00	1600	192 0.120	192 0.120	192 0.120	192 0.120	192 0.120	192 0.120
	THRU	2.00	3200	371 0.187	371 0.187	371 0.187	371 0.187	371 0.187	371 0.187
	RIGHT	0.00	0	227 0.000	227 0.000	227 0.000	227 0.000	227 0.000	227 0.000
SB	LEFT	1.00	1600	156 0.097	156 0.097	156 0.097	156 0.097	156 0.097	156 0.097
	THRU	2.00	3200	650 0.281	650 0.281	650 0.281	650 0.281	650 0.281	650 0.281
	RIGHT	0.00	0	249 0.000	249 0.000	249 0.000	249 0.000	249 0.000	249 0.000
EB	LEFT	1.00	1600	206 0.129	206 0.129	206 0.129	206 0.129	206 0.129	206 0.129
	THRU	3.00	4800	843 0.232	843 0.232	864 0.236	864 0.236	864 0.236	864 0.236
	RIGHT	0.00	0	270 0.000	270 0.000	270 0.000	270 0.000	270 0.000	270 0.000
WB	LEFT	1.00	1600	181 0.113	181 0.113	181 0.113	181 0.113	181 0.113	181 0.113
	THRU	2.00	3200	1068 0.334	1068 0.334	1070 0.334	1070 0.334	1070 0.334	1070 0.334
	RIGHT	1.00	1600	286 0.179	286 0.179	286 0.179	286 0.179	286 0.179	286 0.179
Intersection Volume				4699	4699	4722	4722	4722	4722
Signal Phasing Loss Factor				0.05	0.05	0.05	0.05	0.05	0.05
Intersection V/C Ratio				0.913	0.913	0.914	0.914	0.914	0.914
Stopped Delay (sec/veh)				42.7	42.7	42.8	42.8	42.8	42.8
LEVEL OF SERVICE (LOS)				E	E	E	E	E	E

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

Norwalk Blvd and Slauson Ave

File: C:sfs\_am.txt

## A.M. PEAK HOUR

## TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	2	0	0	0	0	0	0	0	0	0	0	0	2
NT	5	0	0	0	0	0	0	0	0	0	0	0	5
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	7	0	0	0	0	0	0	0	0	0	0	0	7
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	21	0	0	0	0	0	0	0	0	0	0	0	21
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	35	0	0	0	0	0	0	0	0	0	0	0	35

## INTERSECTION LEVEL OF SERVICE (LOS)

\* Geometrics: Existing Geometrics

		Year 2009		Forecast Year 2010		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	72 0.045	72	0.045	74	0.046	74	0.046
THRU	2.00	3200	539 0.190	539	0.190	544	0.191	544	0.191
RIGHT	0.00	0	69 0.000	69	0.000	69	0.000	69	0.000
SB LEFT	1.00	1600	201 0.126	201	0.126	201	0.126	201	0.126
THRU	2.00	3200	971 0.359	971	0.359	978	0.361	978	0.361
RIGHT	0.00	0	177 0.000	177	0.000	177	0.000	177	0.000
EB LEFT	1.00	1600	133 0.083	133	0.083	133	0.083	133	0.083
THRU	3.00	4800	988 0.232	988	0.232	988	0.237	988	0.237
RIGHT	0.00	0	126 0.000	126	0.000	147	0.000	147	0.000
WB LEFT	1.00	1600	108 0.068	108	0.068	108	0.068	108	0.068
THRU	3.00	4800	1294 0.318	1294	0.318	1294	0.318	1294	0.318
RIGHT	0.00	0	233 0.000	233	0.000	233	0.000	233	0.000
Intersection Volume			4911		4911	4946		4946	
Signal Phasing Loss Factor			0.05		0.05	0.05		0.05	
Intersection V/C Ratio			0.855		0.855	0.858		0.858	
Stopped Delay (sec/veh)			33.3		33.3	33.7		33.7	
LEVEL OF SERVICE (LOS)			D		D	D		D	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

Santa Fe Springs Rd and Slauson Ave

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A.M. PEAK HOUR

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TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	1	0	0	0	0	0	0	0	0	0	0	0	1
ET	2	0	0	0	0	0	0	0	0	0	0	0	2
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	11	0	0	0	0	0	0	0	0	0	0	0	11
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	13	0	0	0	0	0	0	0	0	0	0	0	13

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INTERSECTION LEVEL OF SERVICE (LOS)

\* Geometrics: Existing Geometrics

		Year 2009		Forecast Year 2010		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB	LEFT	1.00	1600	134	0.084	134	0.084	134	0.084
	THRU	2.00	3200	199	0.099	199	0.099	199	0.099
	RIGHT	0.00	0	117	0.000	117	0.000	117	0.000
SB	LEFT	1.00	1600	198	0.124	198	0.124	198	0.124
	THRU	2.00	3200	518	0.224	518	0.224	518	0.224
	RIGHT	0.00	0	198	0.000	198	0.000	198	0.000
EB	LEFT	1.00	1600	99	0.062	99	0.062	100	0.062
	THRU	3.00	4800	837	0.195	837	0.195	839	0.195
	RIGHT	0.00	0	97	0.000	97	0.000	97	0.000
WB	LEFT	1.00	1600	87	0.054	87	0.054	87	0.054
	THRU	3.00	4800	1285	0.290	1285	0.290	1296	0.292
	RIGHT	0.00	0	105	0.000	105	0.000	105	0.000
Intersection Volume			3874	3874		3887		3887	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.709	0.709		0.712		0.712	
Stopped Delay (sec/veh)			15.9	15.9		16.2		16.2	
LEVEL OF SERVICE (LOS)			C	C		C		C	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

## LEVEL OF SERVICE ANALYSIS

## P.M. PEAK HOUR

## Geometrics: Existing Geometrics

Year 2009		Forecast Year 2010		Plus Proposed Project		
LOS	DELAY V/C	LOS	DELAY V/C	LOS	DELAY	V/C + V/C
Pioneer Blvd and Slauson Ave						
C	24.7 0.797	C	24.7 0.797	.....	C	24.8 0.798 +0.001
Norwalk Blvd and Slauson Ave						
D	31.3 0.842	D	31.3 0.842	.....	D	32.3 0.849 +0.007
Santa Fe Springs Rd and Slauson Ave						
B	11.0 0.660	B	11.0 0.660	.....	B	11.2 0.662 +0.001

## Notes:

v/c = volume to capacity ratio (capacity utilization ratio)

delay = average stopped delay in seconds per vehicle

LOS = Level of Service

## LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Geometrics: Existing Geometrics

Year 2009			Forecast Year 2010			Plus Proposed Project			+V/C
LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	
Pioneer Blvd and Slauson Ave									
C	24.7	0.797	C	24.7	0.797	C	24.8	0.798	+0.001
Norwalk Blvd and Slauson Ave									
D	31.3	0.842	D	31.3	0.842	D	32.3	0.849	+0.007
Santa Fe Springs Rd and Slauson Ave									
B	11.0	0.660	B	11.0	0.660	B	11.2	0.662	+0.001

## Notes:

v/c = volume to capacity ratio (capacity utilization ratio)

delay = average stopped delay in seconds per vehicle

LOS = Level of Service



## LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Geometrics: Existing Geometrics

Year 2009			Forecast Year 2010			Plus Proposed Project			
LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+V/C
Pioneer Blvd and Slauson Ave									
C	24.7	0.797	C	24.7	0.797	C	24.8	0.798	+0.001
Norwalk Blvd and Slauson Ave									
D	31.3	0.842	D	31.3	0.842	D	32.3	0.849	+0.007
Santa Fe Springs Rd and Slauson Ave									
B	11.0	0.660	B	11.0	0.660	B	11.2	0.662	+0.001

## Notes:

v/c = volume to capacity ratio (capacity utilization ratio)

delay = average stopped delay in seconds per vehicle

LOS = Level of Service

Pioneer Blvd and Slauson Ave

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P.M. PEAK HOUR

## TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	6	0	0	0	0	0	0	0	0	0	0	0	6
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	6	0	0	0	0	0	0	0	0	0	0	0	6
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	12	0	0	0	0	0	0	0	0	0	0	0	12

## INTERSECTION LEVEL OF SERVICE (LOS)

\* Geometrics: Existing Geometrics

		Year 2009		Forecast Year 2010		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB	LEFT	1.00	1600	184	0.115	184	0.115	184	0.115
	THRU	2.00	3200	567	0.215	567	0.215	567	0.215
	RIGHT	0.00	0	122	0.000	122	0.000	122	0.000
SB	LEFT	1.00	1600	160	0.100	160	0.100	160	0.100
	THRU	2.00	3200	452	0.195	452	0.195	452	0.195
	RIGHT	0.00	0	171	0.000	171	0.000	171	0.000
EB	LEFT	1.00	1600	273	0.171	273	0.171	273	0.171
	THRU	3.00	4800	1194	0.298	1194	0.298	1200	0.299
	RIGHT	0.00	0	237	0.000	237	0.000	237	0.000
WB	LEFT	1.00	1600	214	0.134	214	0.134	214	0.134
	THRU	2.00	3200	778	0.243	778	0.243	784	0.245
	RIGHT	1.00	1600	250	0.156	250	0.156	250	0.156
Intersection Volume				4602		4602		4614	
Signal Phasing Loss Factor				0.05		0.05		0.05	
Intersection V/C Ratio				0.797		0.797		0.798	
Stopped Delay (sec/veh)				24.7		24.7		24.8	
LEVEL OF SERVICE (LOS)				C		C		C	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

Norwalk Blvd and Slauson Ave

File: C:sfs\_pm.txt

P.M. PEAK HOUR

## TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	6	0	0	0	0	0	0	0	0	0	0	0	6
NT	18	0	0	0	0	0	0	0	0	0	0	0	18
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	2	0	0	0	0	0	0	0	0	0	0	0	2
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	6	0	0	0	0	0	0	0	0	0	0	0	6
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	31	0	0	0	0	0	0	0	0	0	0	0	31

## INTERSECTION LEVEL OF SERVICE (LOS)

\* Geometrics: Existing Geometrics

				Year 2009		Forecast Year 2010		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C	Volume
NB LEFT	1.00	1600	161	0.101	161	0.101	167	0.104	167	0.104	167
THRU	2.00	3200	819	0.279	819	0.279	837	0.284	837	0.284	837
RIGHT	0.00	0	73	0.000	73	0.000	73	0.000	73	0.000	73
SB LEFT	1.00	1600	173	0.108	173	0.108	173	0.108	173	0.108	173
THRU	2.00	3200	672	0.245	672	0.245	674	0.245	674	0.245	674
RIGHT	0.00	0	111	0.000	111	0.000	111	0.000	111	0.000	111
EB LEFT	1.00	1600	163	0.102	163	0.102	163	0.102	163	0.102	163
THRU	3.00	4800	1477	0.346	1477	0.346	1477	0.347	1477	0.347	1477
RIGHT	0.00	0	182	0.000	182	0.000	188	0.000	188	0.000	188
WB LEFT	1.00	1600	95	0.059	95	0.059	95	0.059	95	0.059	95
THRU	3.00	4800	924	0.238	924	0.238	924	0.238	924	0.238	924
RIGHT	0.00	0	220	0.000	220	0.000	220	0.000	220	0.000	220
Intersection Volume			5070		5070		5101		5101		
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.842		0.842		0.849		0.849	
Stopped Delay (sec/veh)				31.3		31.3		32.3		32.3	
LEVEL OF SERVICE (LOS)				D		D		D		D	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

Santa Fe Springs Rd and Slauson Ave

File: C:sfs\_pm.txt

P.M. PEAK HOUR

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TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	3	0	0	0	0	0	0	0	0	0	0	0	3
ET	6	0	0	0	0	0	0	0	0	0	0	0	6
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	3	0	0	0	0	0	0	0	0	0	0	0	3
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	12	0	0	0	0	0	0	0	0	0	0	0	12

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INTERSECTION LEVEL OF SERVICE (LOS)

\* Geometrics: Existing Geometrics

		Year 2009		Forecast Year 2010		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume V/C	Volume V/C	Volume V/C	Volume V/C	Volume V/C	Volume V/C
NB	LEFT	1.00	1600	194 0.121	194 0.121	194 0.121	194 0.121	194 0.121	194 0.121
	THRU	2.00	3200	522 0.210	522 0.210	522 0.210	522 0.210	522 0.210	522 0.210
	RIGHT	0.00	0	150 0.000	150 0.000	150 0.000	150 0.000	150 0.000	150 0.000
SB	LEFT	1.00	1600	96 0.060	96 0.060	96 0.060	96 0.060	96 0.060	96 0.060
	THRU	2.00	3200	292 0.118	292 0.118	292 0.118	292 0.118	292 0.118	292 0.118
	RIGHT	0.00	0	86 0.000	86 0.000	86 0.000	86 0.000	86 0.000	86 0.000
EB	LEFT	1.00	1600	128 0.080	128 0.080	131 0.082	131 0.082	131 0.082	131 0.082
	THRU	3.00	4800	1354 0.297	1354 0.297	1360 0.299	1360 0.299	1360 0.299	1360 0.299
	RIGHT	0.00	0	73 0.000	73 0.000	73 0.000	73 0.000	73 0.000	73 0.000
WB	LEFT	1.00	1600	69 0.043	69 0.043	69 0.043	69 0.043	69 0.043	69 0.043
	THRU	3.00	4800	1044 0.237	1044 0.237	1047 0.238	1047 0.238	1047 0.238	1047 0.238
	RIGHT	0.00	0	94 0.000	94 0.000	94 0.000	94 0.000	94 0.000	94 0.000
Intersection Volume				4102	4102	4114	4114		
Signal Phasing Loss Factor				0.05	0.05	0.05	0.05		
Intersection V/C Ratio				0.660	0.660	0.662	0.662		
Stopped Delay (sec/veh)				11.0	11.0	11.2	11.2		
LEVEL OF SERVICE (LOS)				B	B	B	B		

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

TRIPS GENERATED BY PROJECTS

PROJECT (or Project Group)	A.M. PEAK HOUR		P.M. PEAK HOUR	
	enter	exit	enter	exit
1 Burke Street warehouse	71	16	19	59

**OUT**

MODEL WELSH 9 OUT



Minimizing Post-Consumer Recycled Content

**PALLEY PROPERTY  
11630-11700 Burke**

This 8.5 acre site consists of two parcels. Issues concerning the west parcel (11630) were underground storage tanks (USTs), clarifiers from a historical painting and steam cleaning area, a mechanical pit, and maintenance shop. Issues concerning the east parcel (11700) were a storage shed, abandoned clarifiers filled with concrete, and a historical stained area. The Los Angeles Regional Water Quality Control Board was lead agency as of June 1997.

☞ Historical and site mit records to 1999 are located off-site at King Data Services

Amount stored: One-half standard box  
13535 Larwin Circle  
Santa Fe Springs CA 90670  
Telephone 921-0555  
Fax 602-5050

To retrieve records, please contact KDS and  
reference 195-000089-003\*

Box has 5 inches of space remaining for additional reports on Palley or Lohrke

Barbara Chapman  
May 2004